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(54) **FUEL ASSEMBLY**

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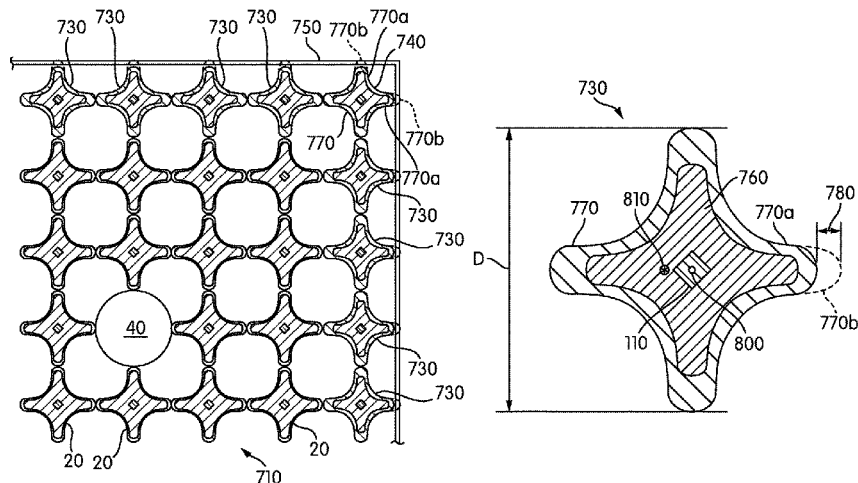
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(57) **ABSTRACT**

Nuclear fuel assemblies include non-symmetrical fuel elements with reduced lateral dimensions on their outer lateral sides that facilitate fitting the fuel assembly into the pre-defined envelope size and guide tube position and pattern of a conventional nuclear reactor. Nuclear fuel assemblies alternatively comprise a mixed grid pattern that positions generally similar fuel elements in a compact arrangement that facilitates fitting of the assembly into the conventional nuclear reactor.

10 Claims, 31 Drawing Sheets



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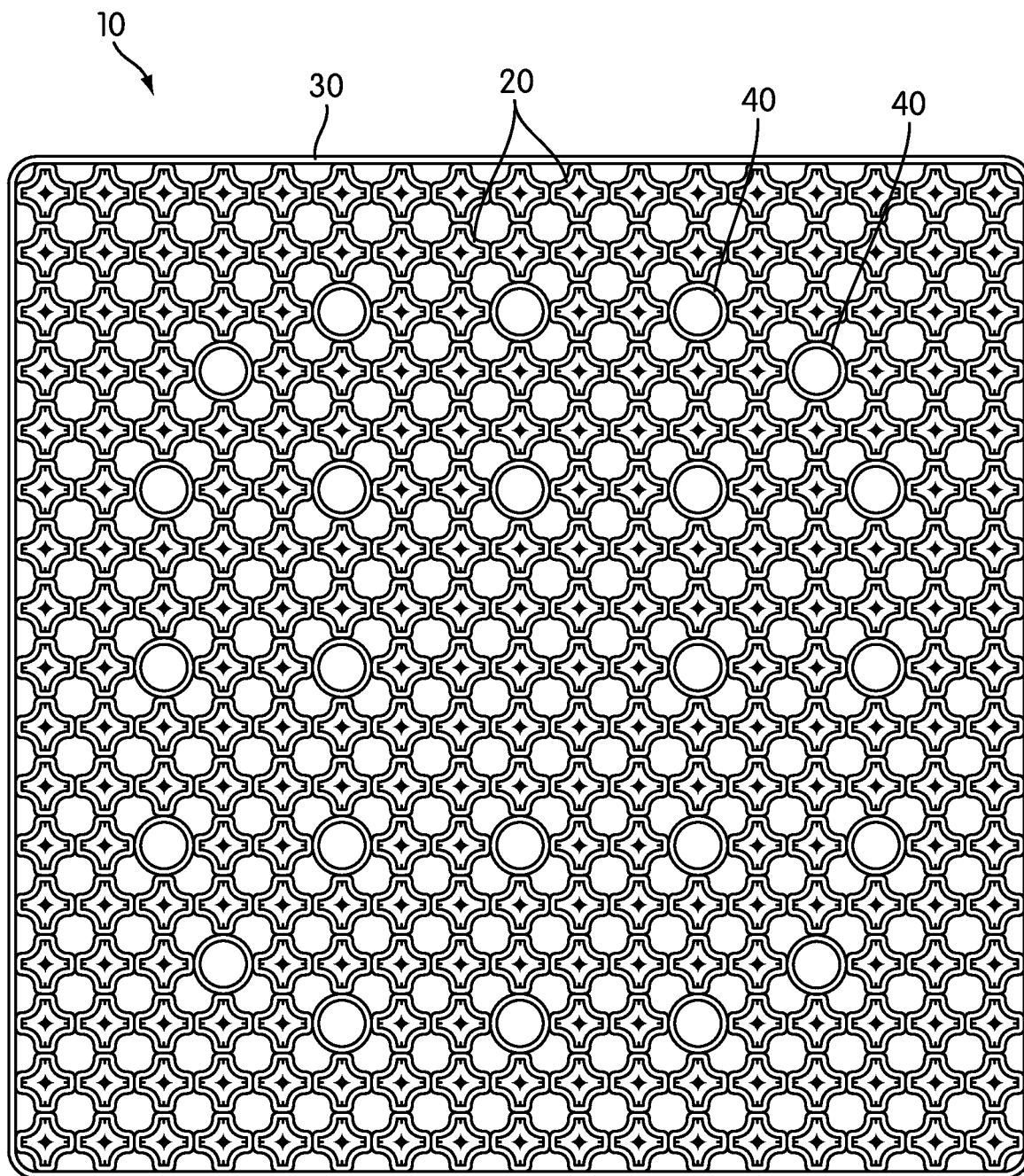


FIG. 1

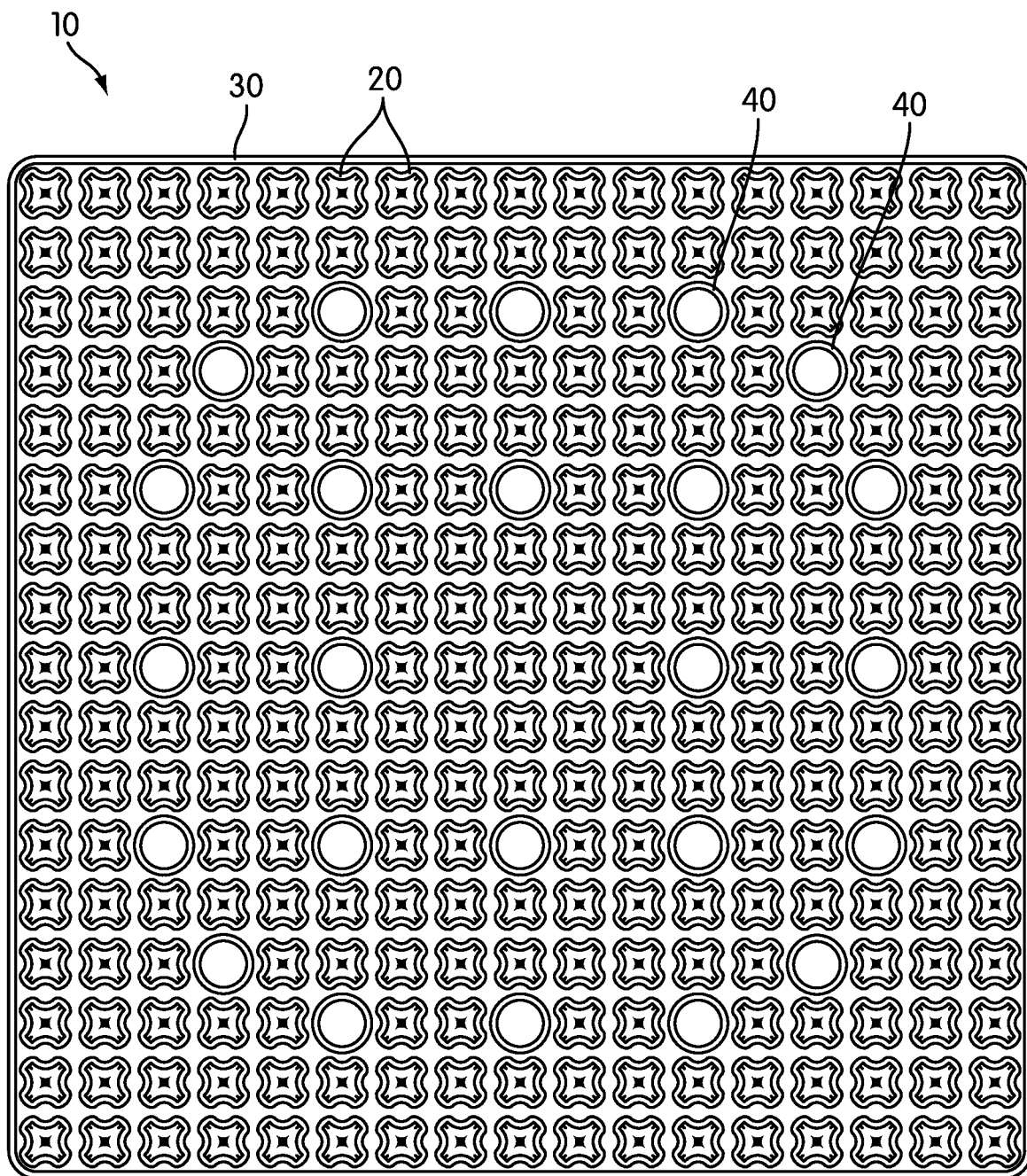


FIG. 2

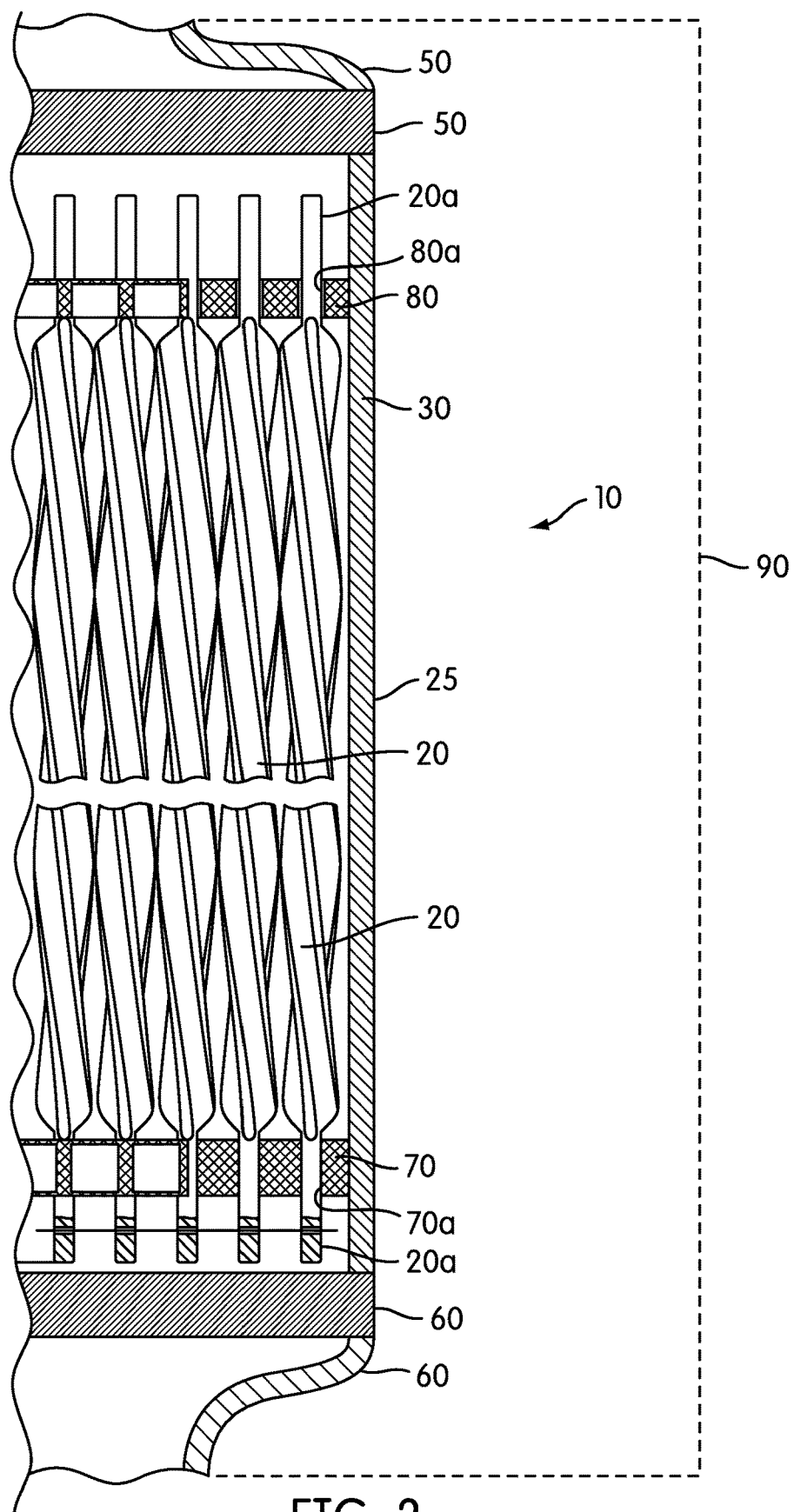


FIG. 3

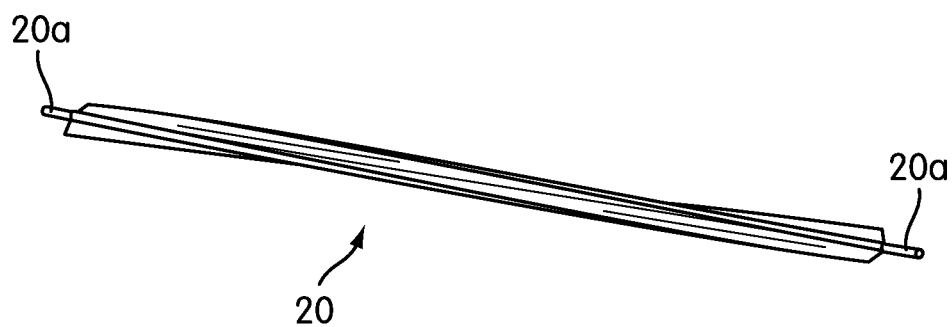


FIG. 4

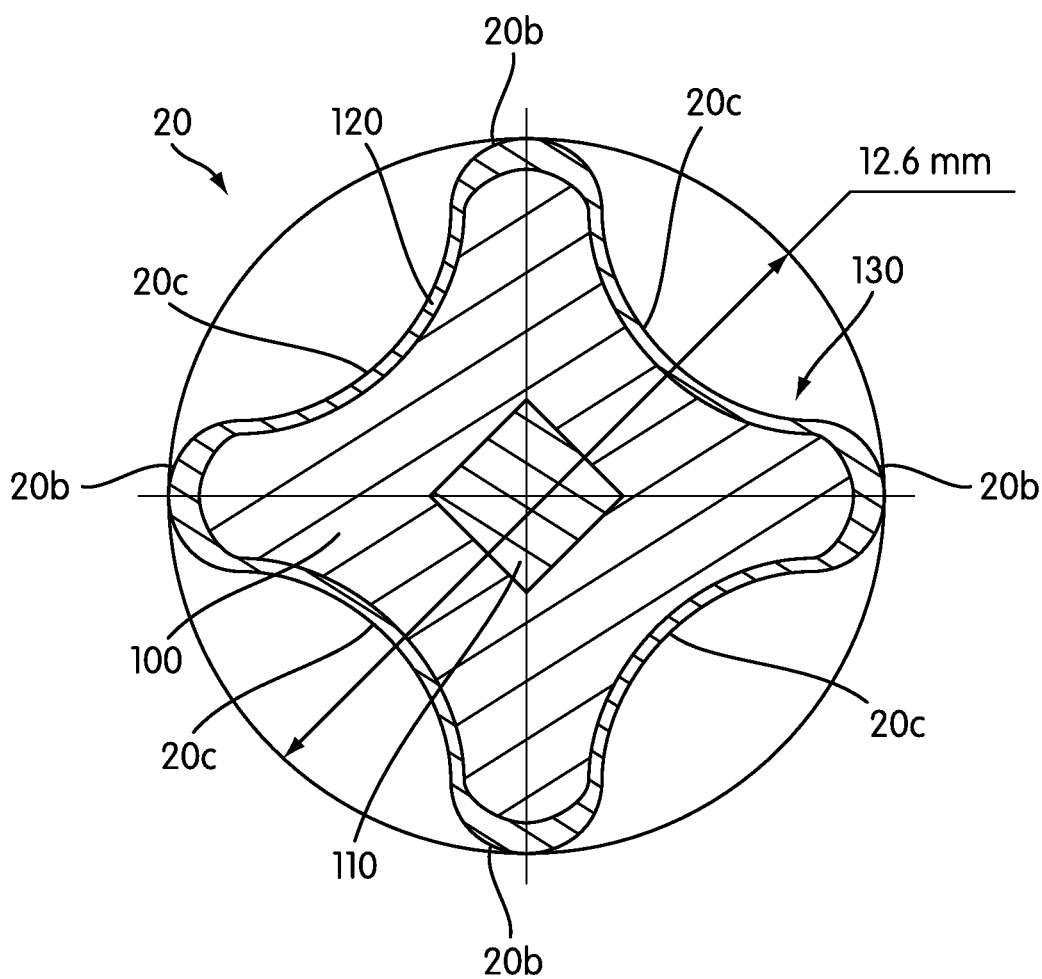


FIG. 5

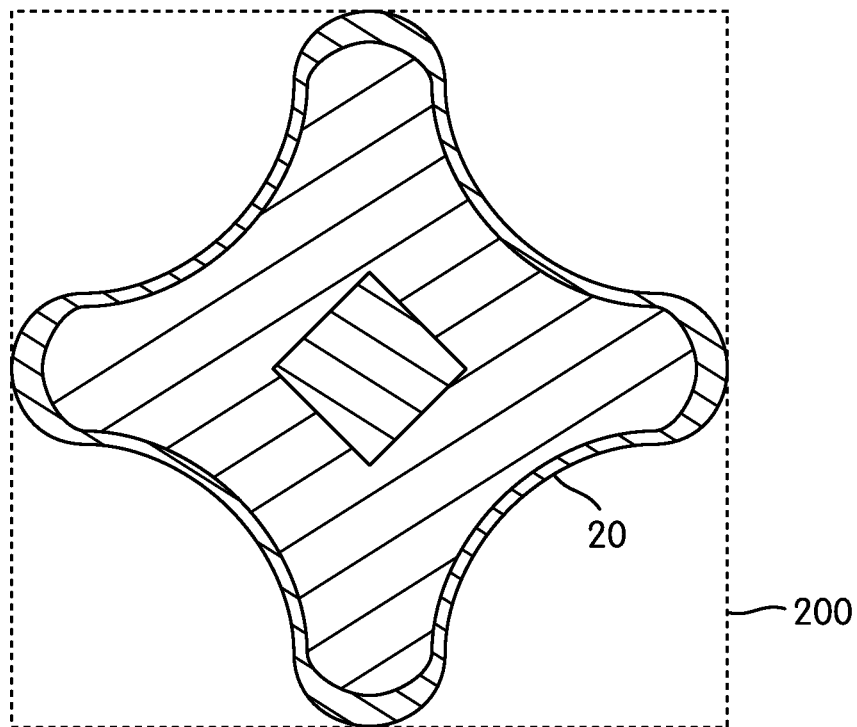


FIG. 6

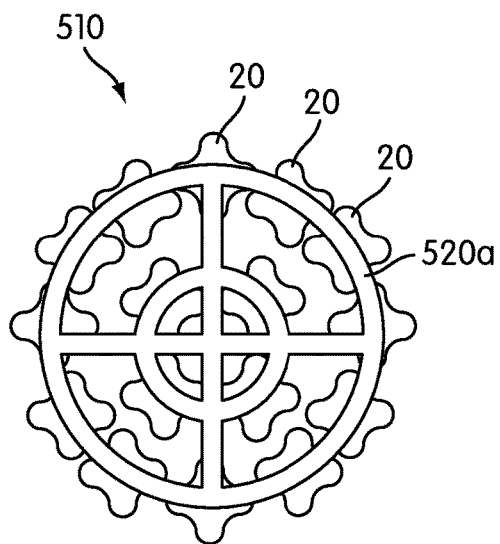


FIG. 7A

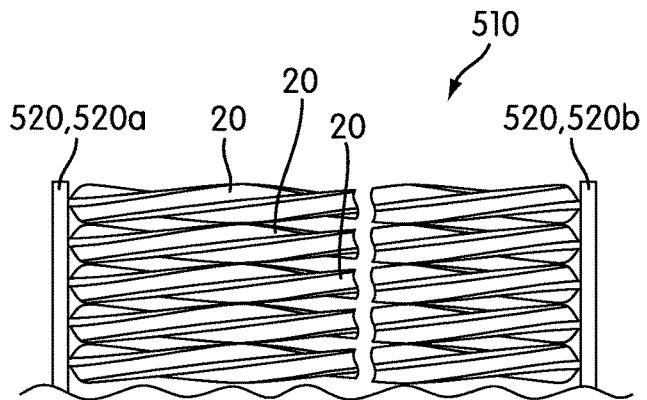


FIG. 7B

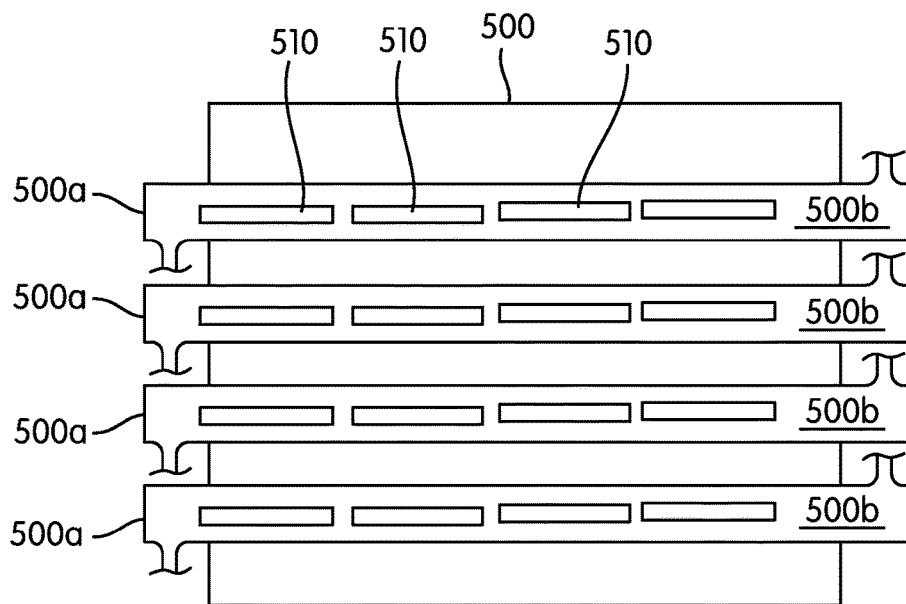


FIG. 8

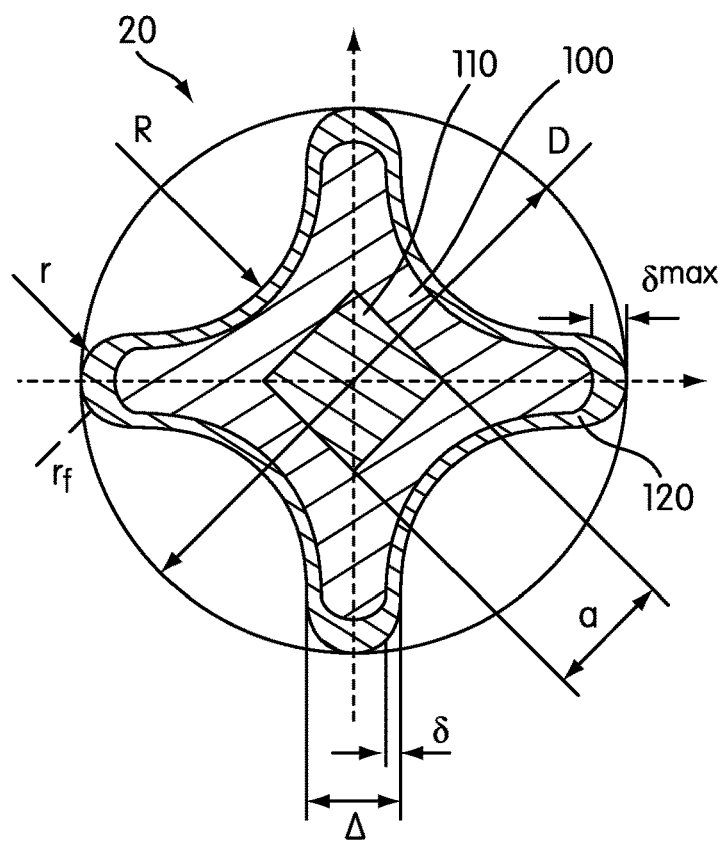


FIG. 9

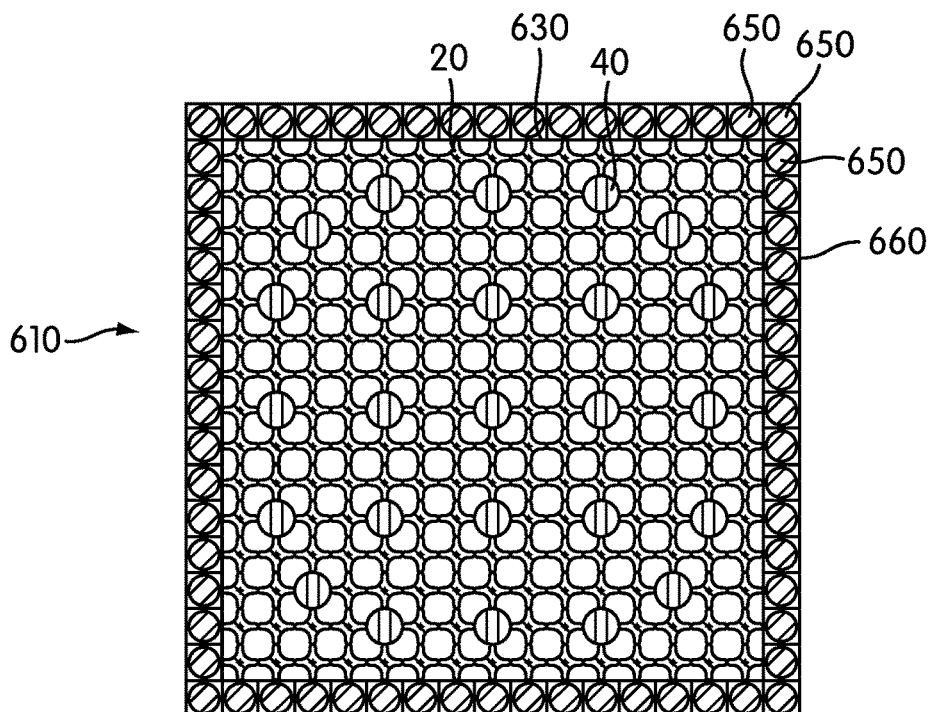


FIG. 10

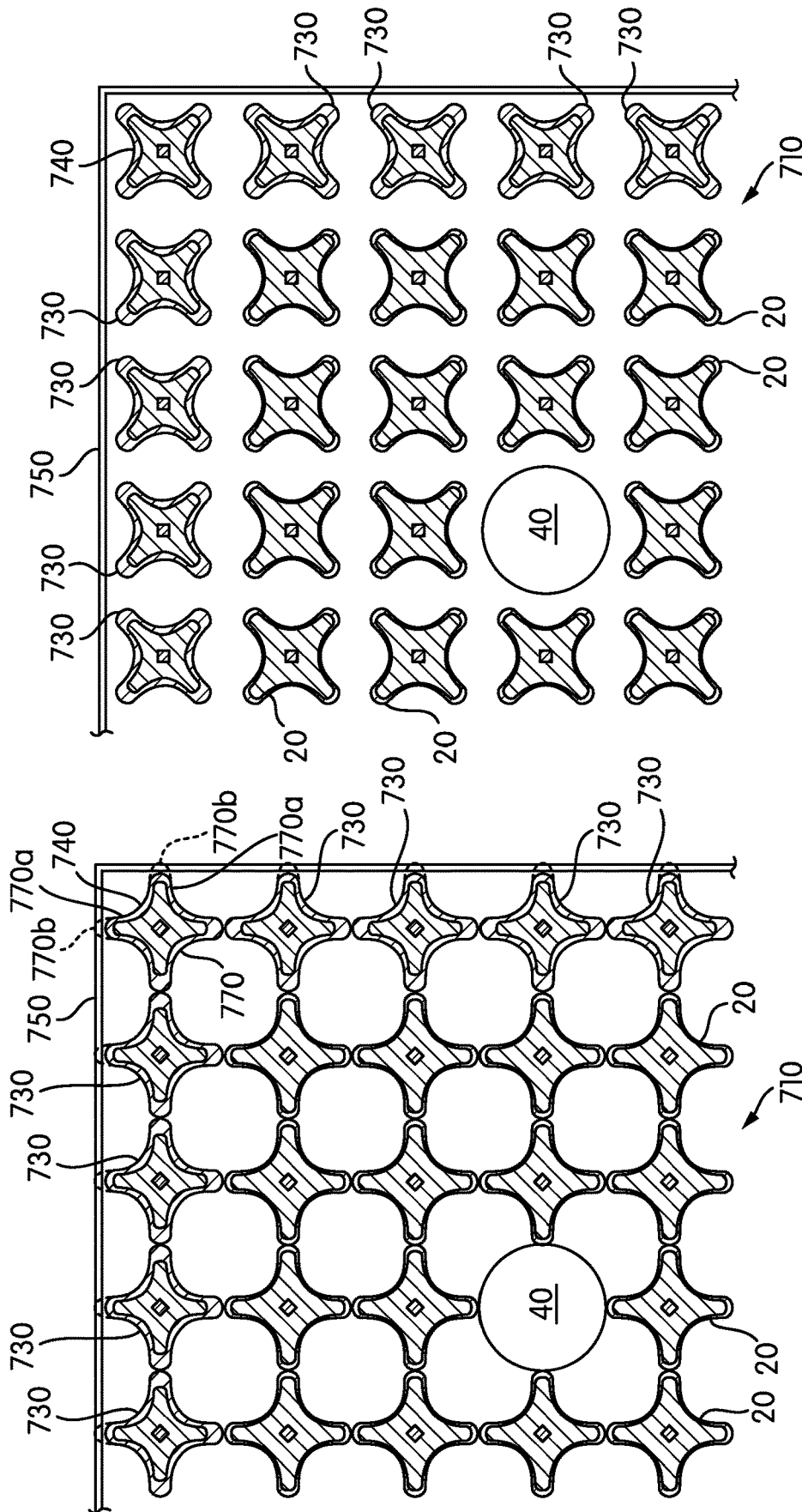


FIG. 11

FIG. 12

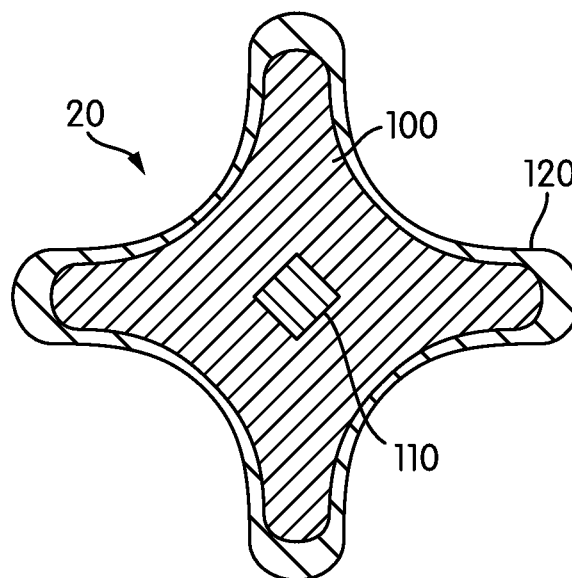


FIG. 13A

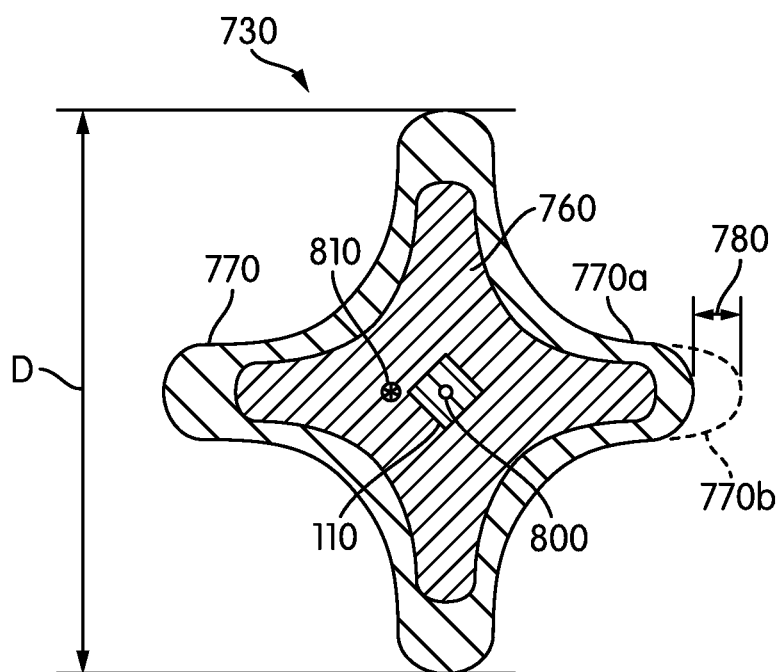


FIG. 13B

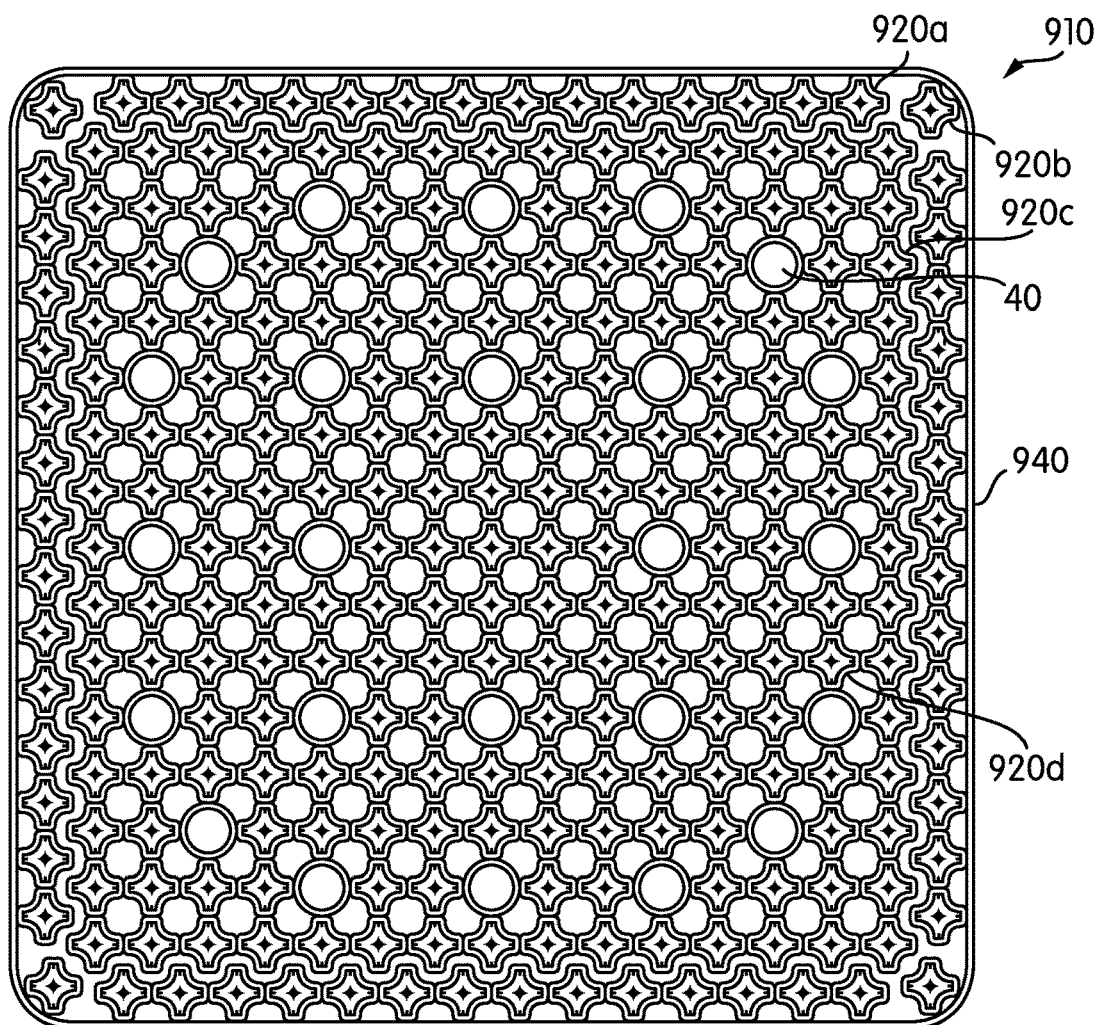


FIG. 14

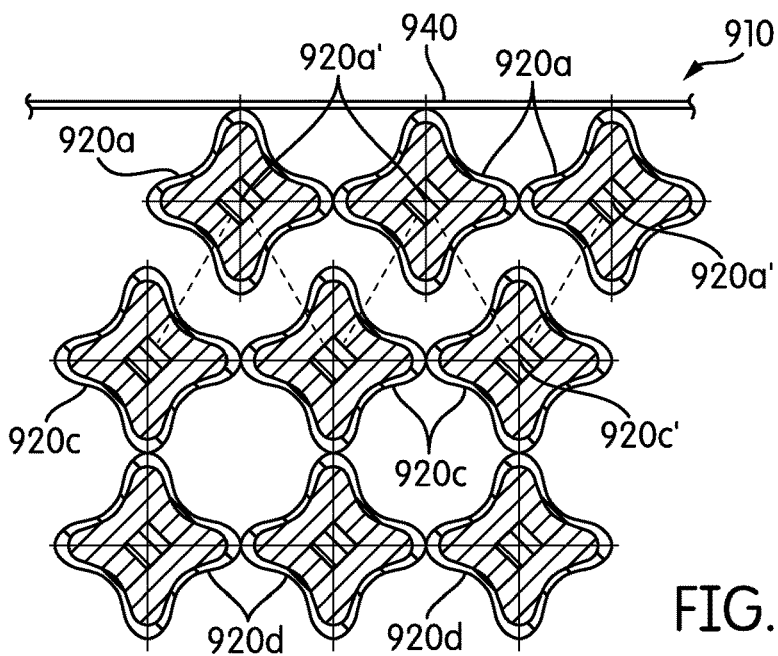


FIG. 15

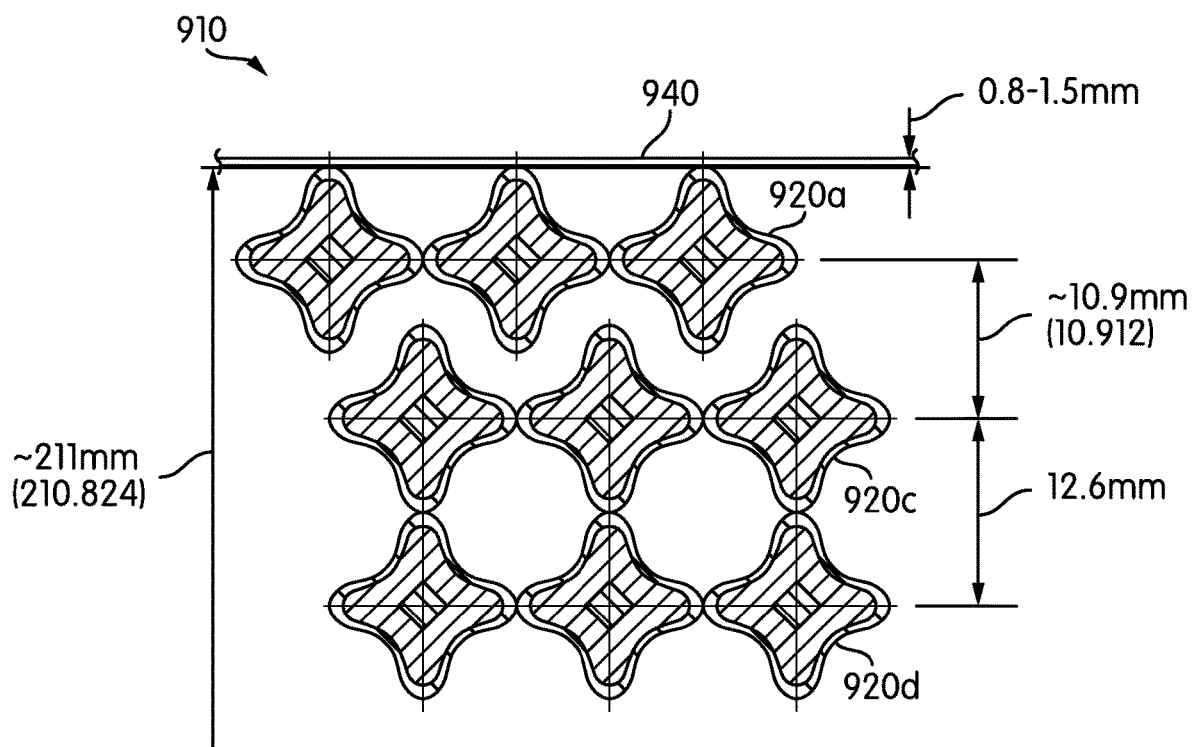


FIG. 16

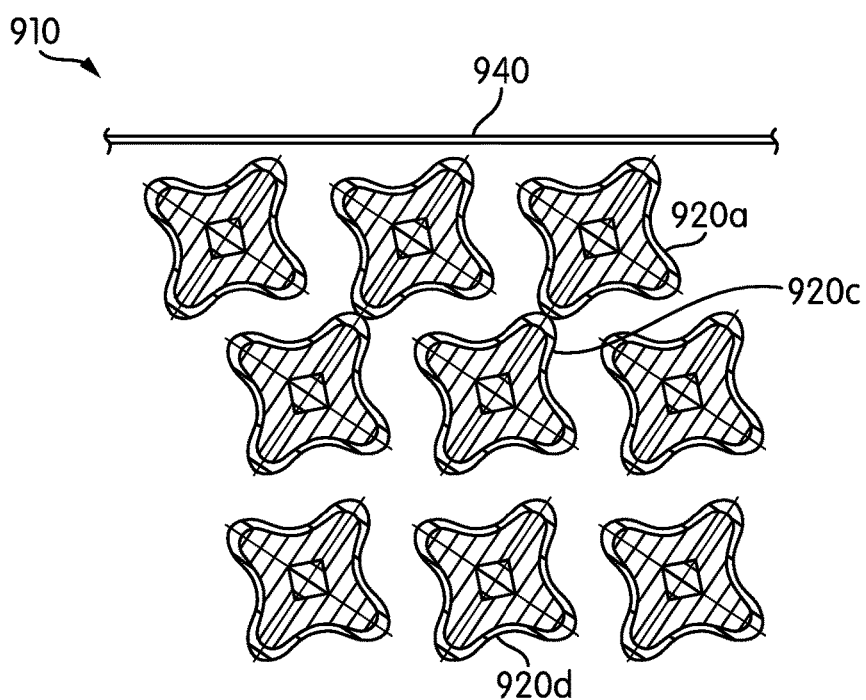


FIG. 17

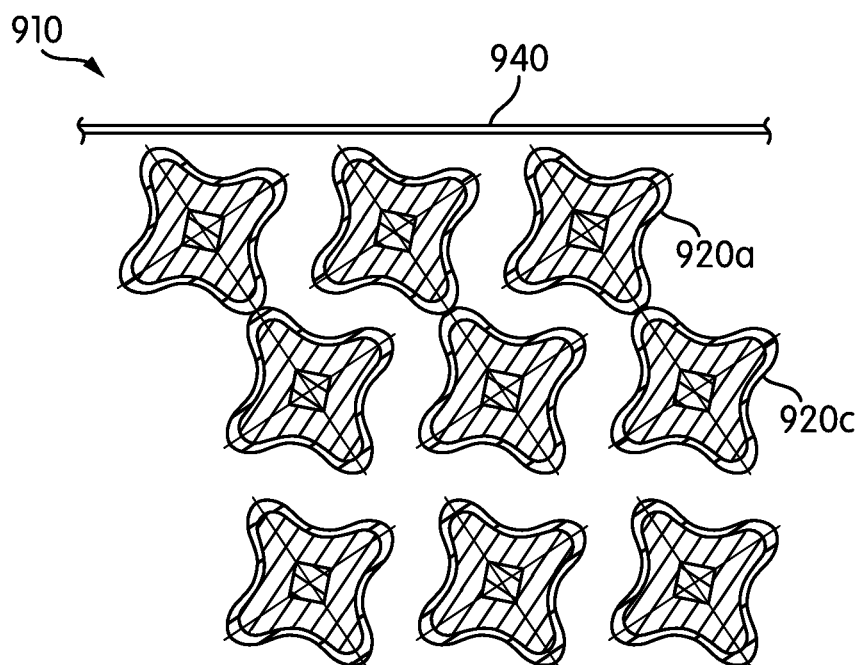


FIG. 18

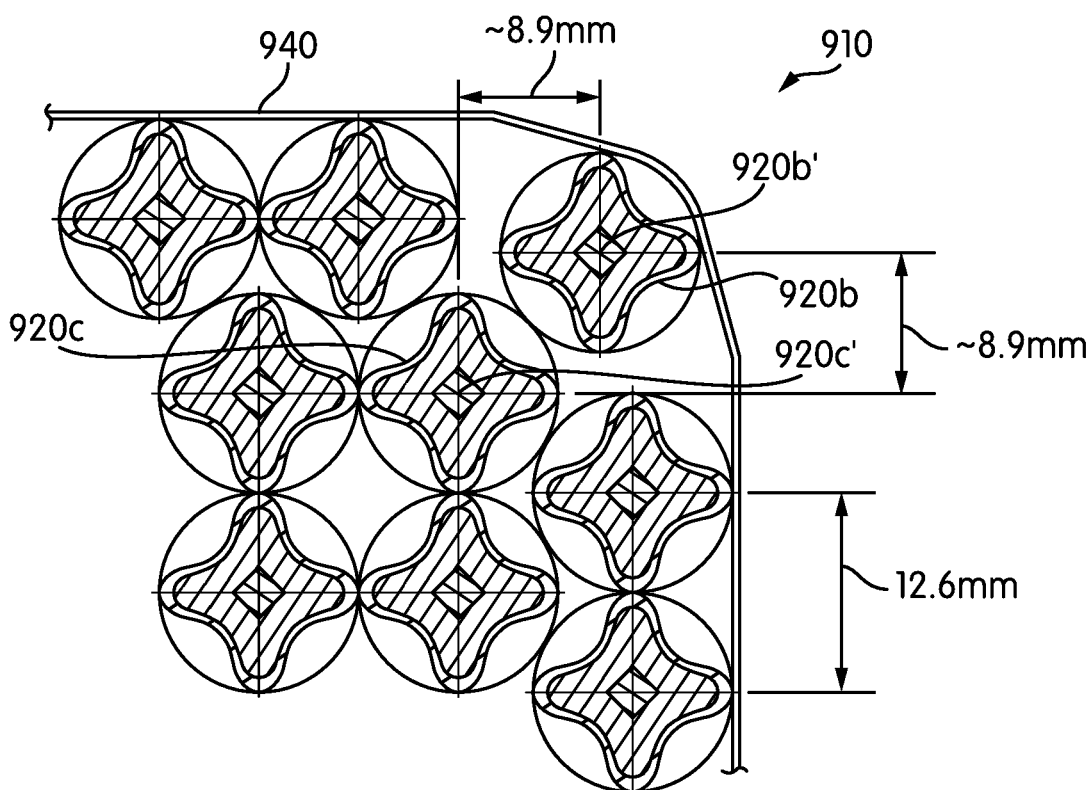


FIG. 19

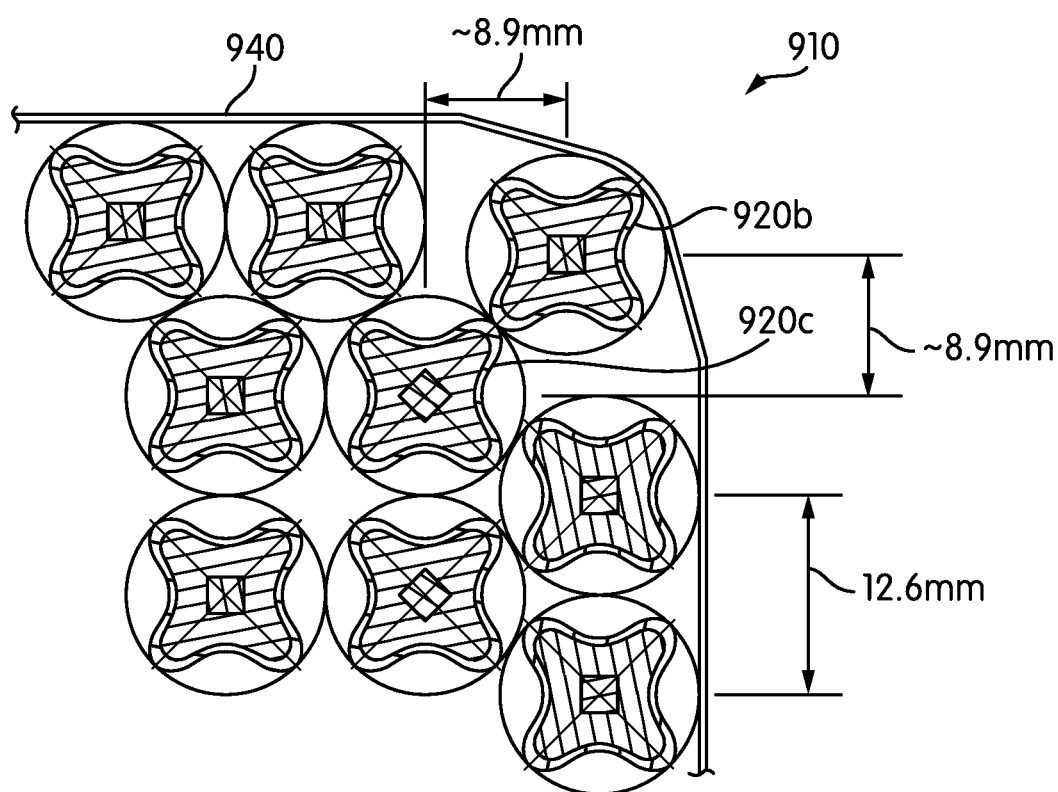


FIG. 20

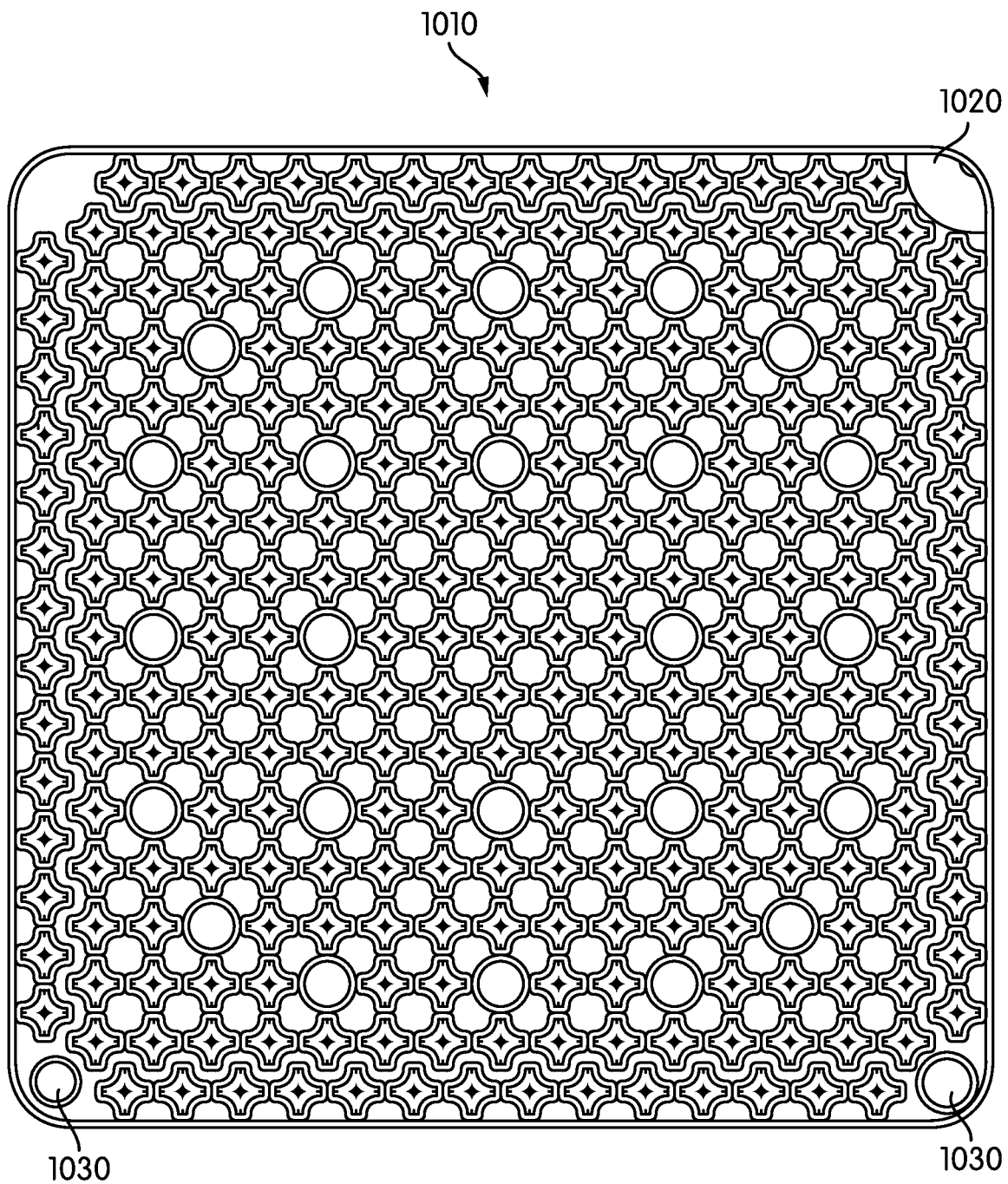


FIG. 21

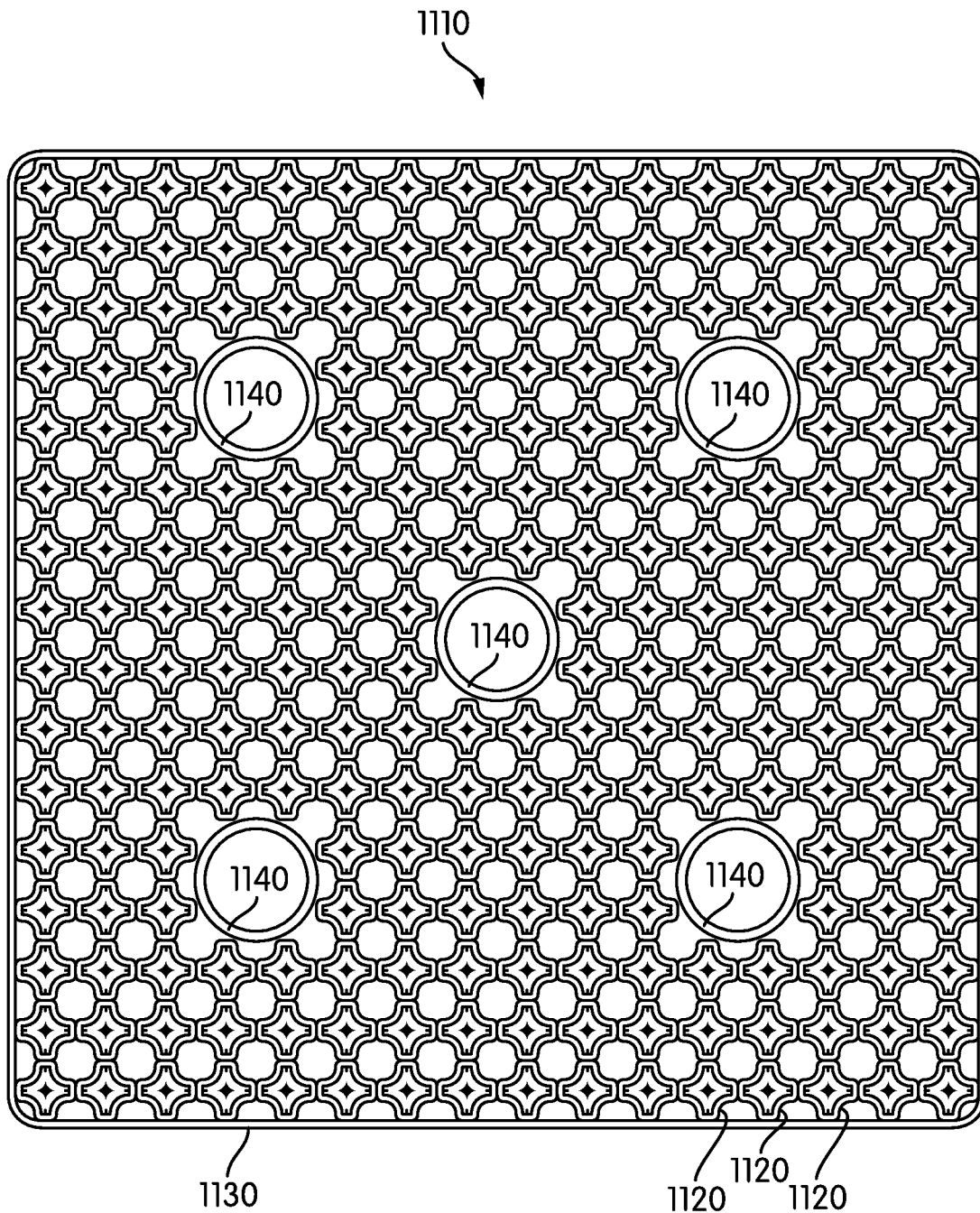


FIG. 22

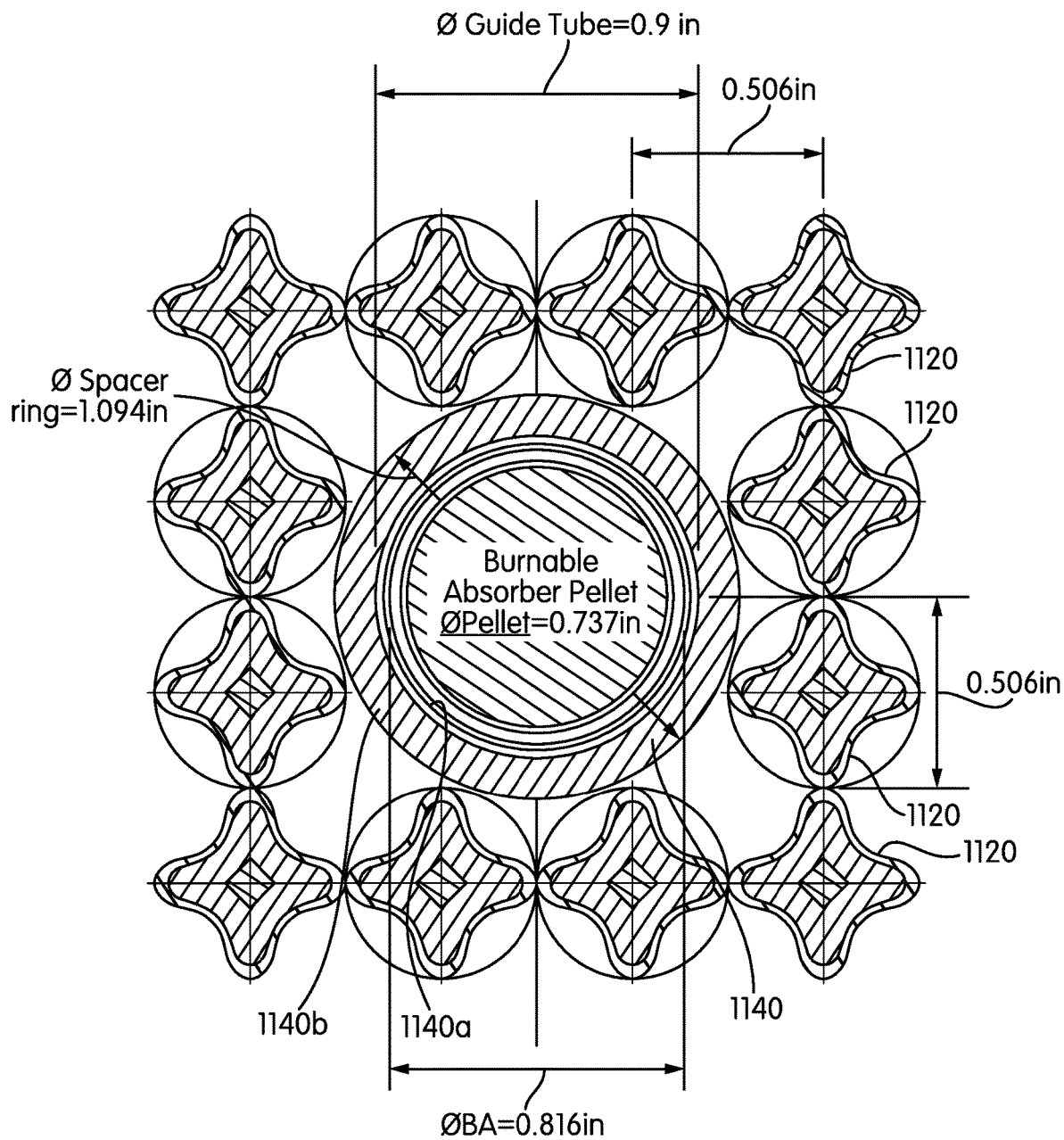


FIG. 23

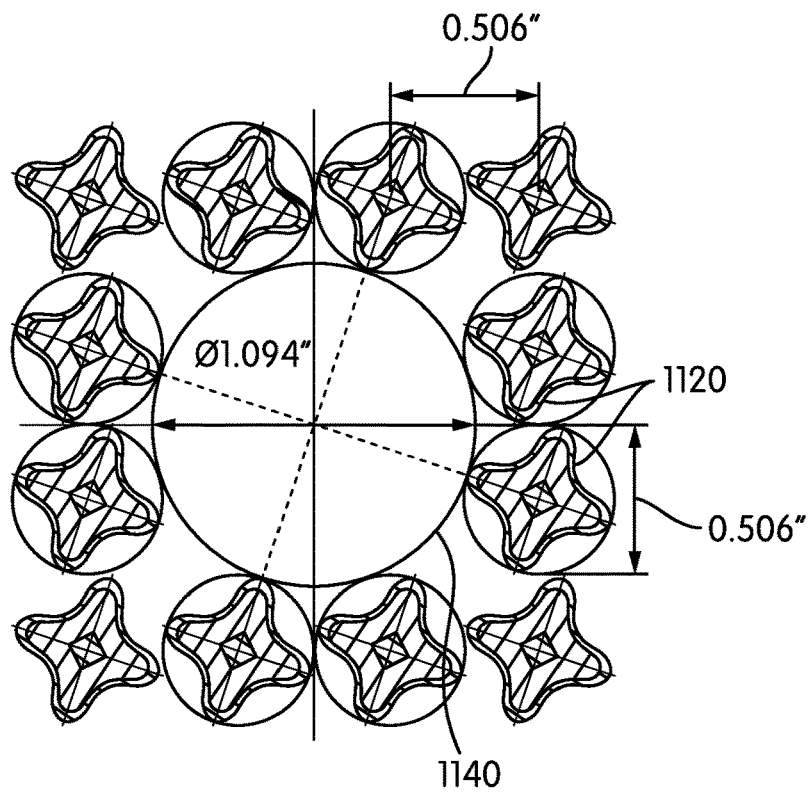


FIG. 24

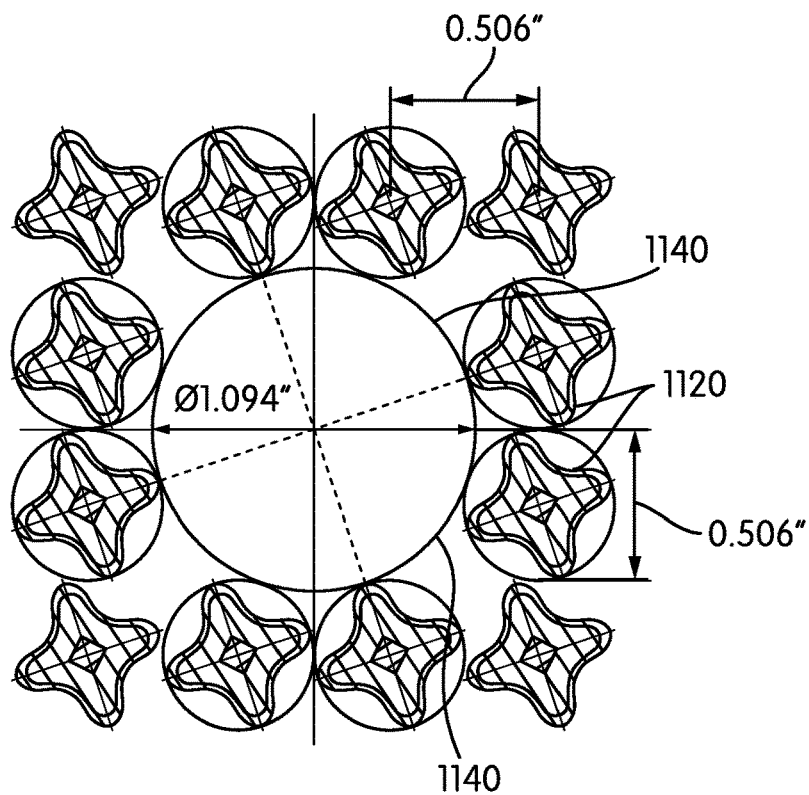


FIG. 25

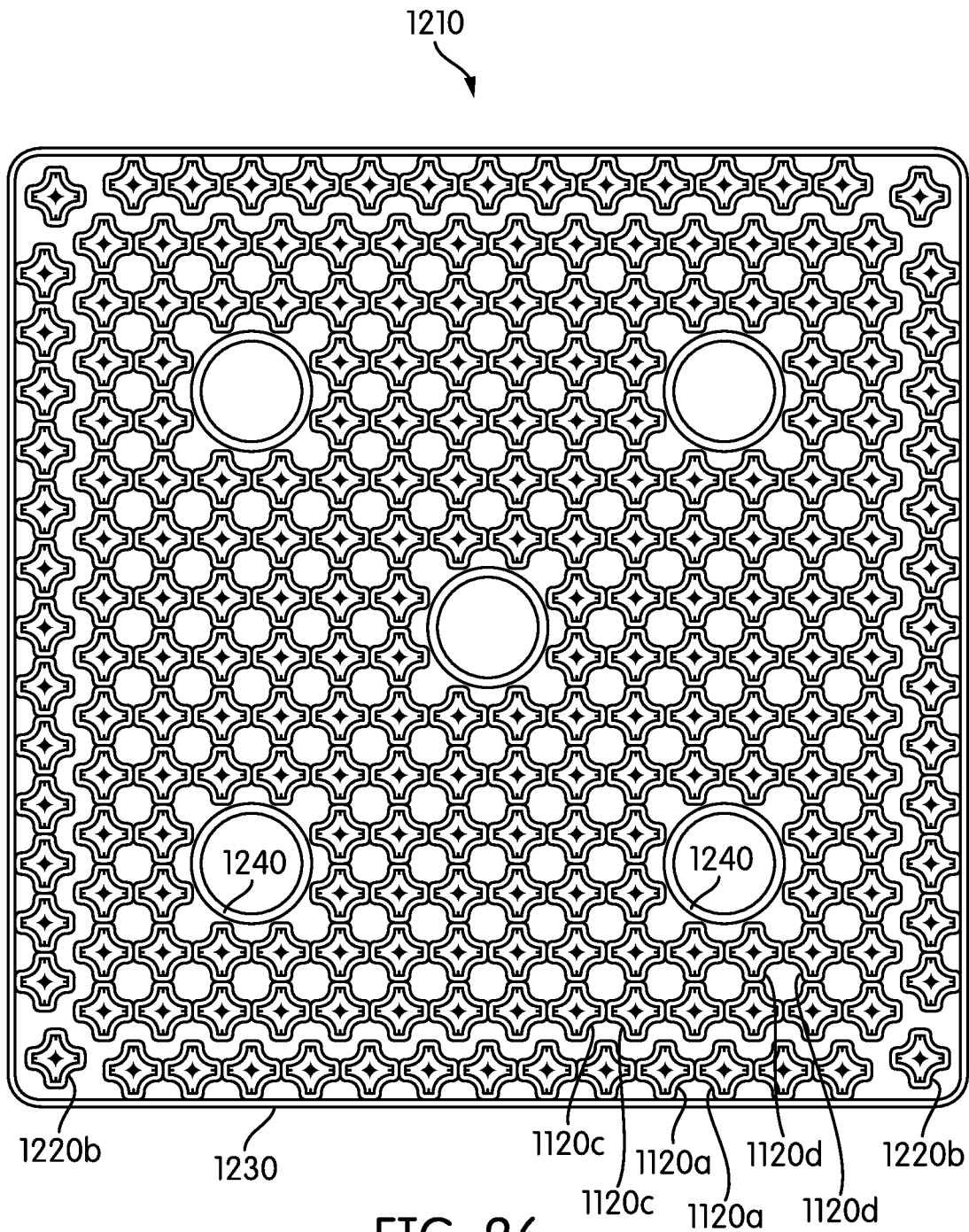


FIG. 26

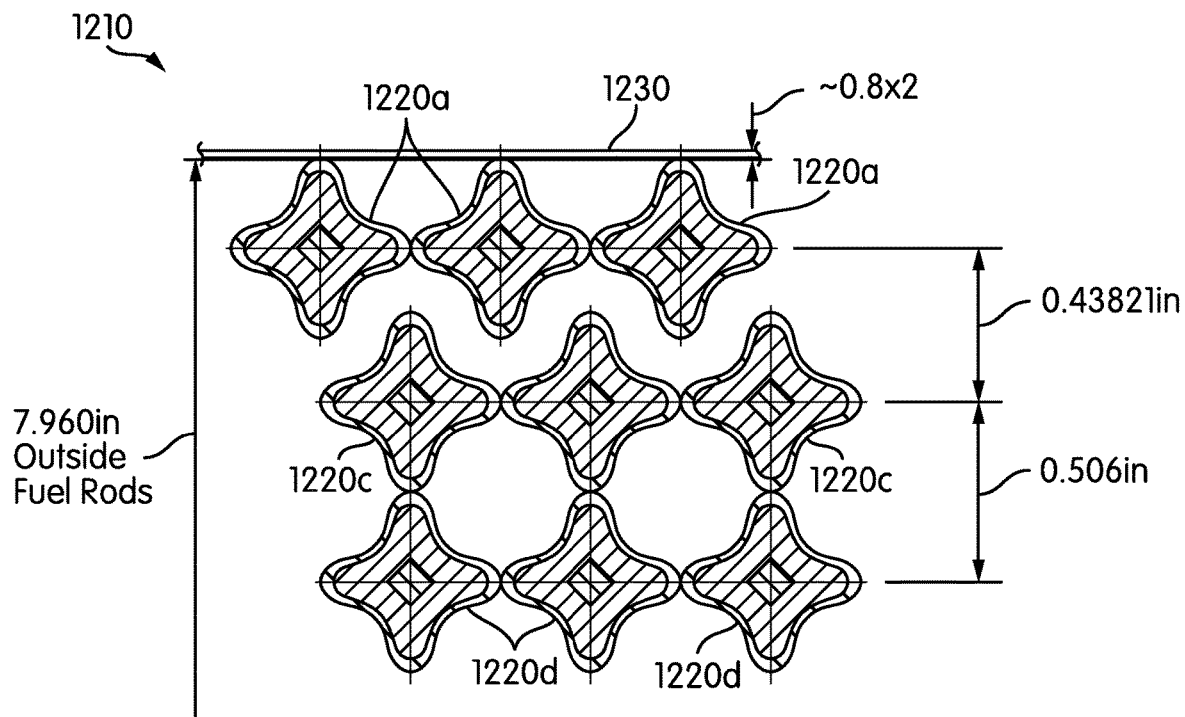


FIG. 27

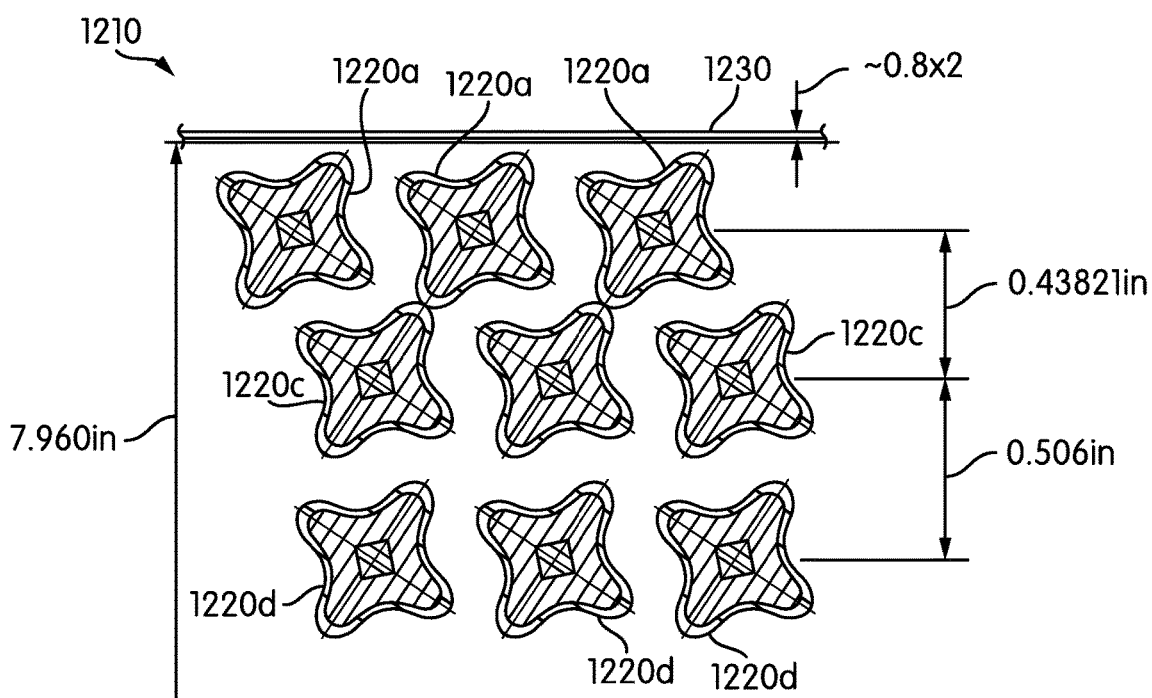


FIG. 28

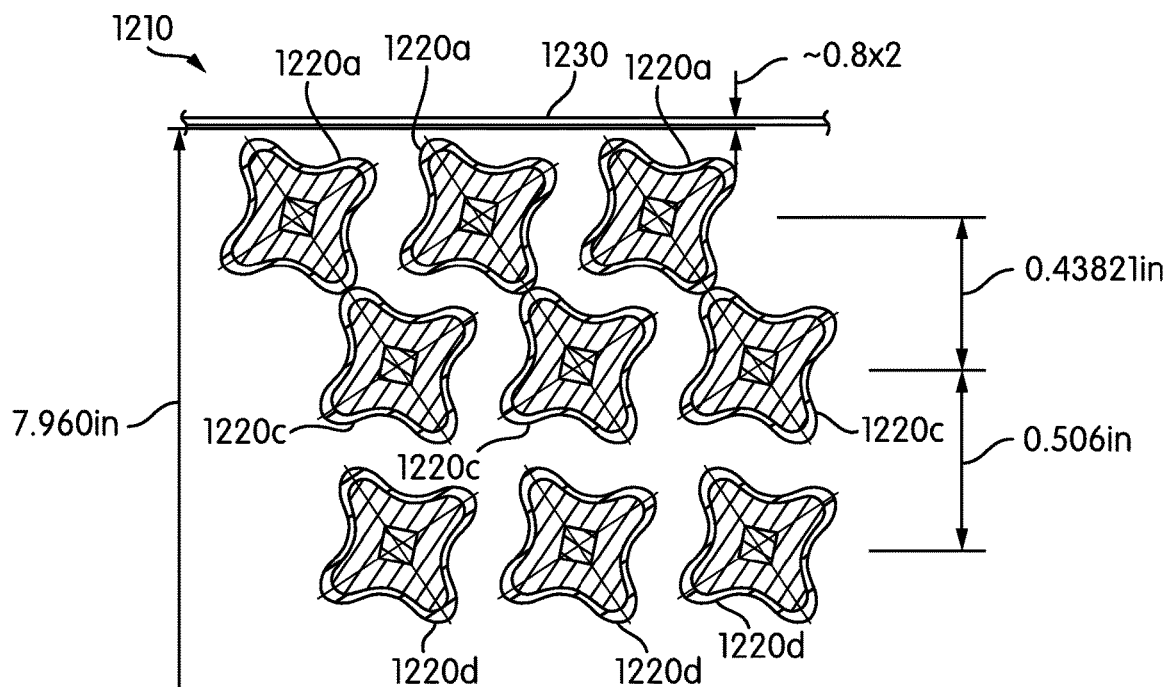


FIG. 29

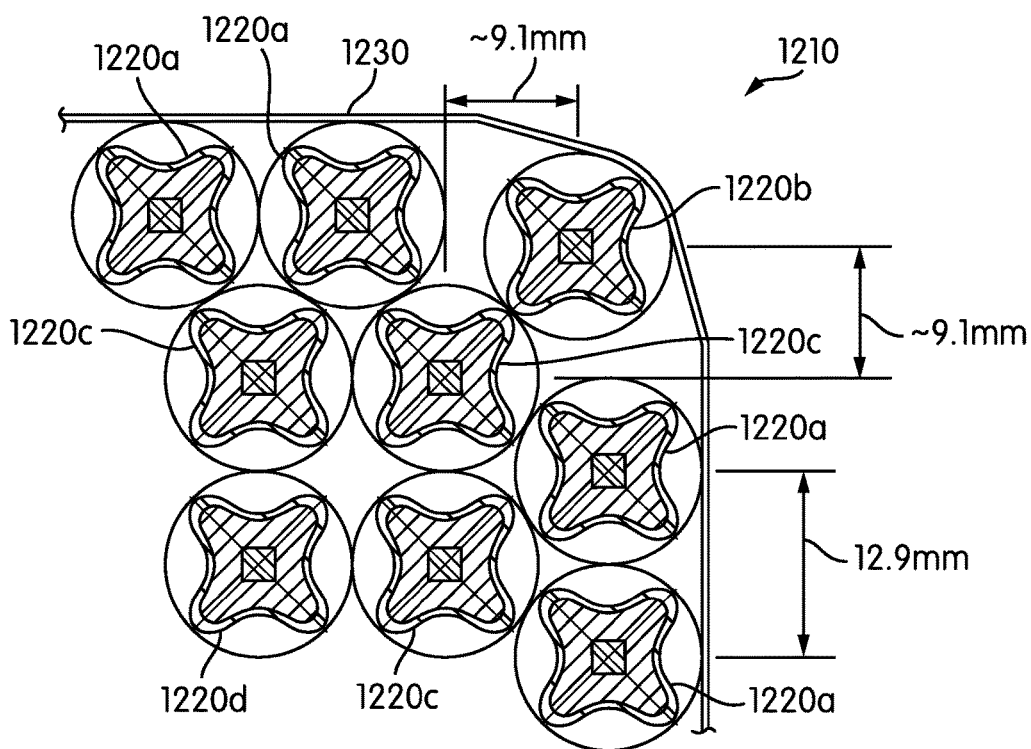


FIG. 30

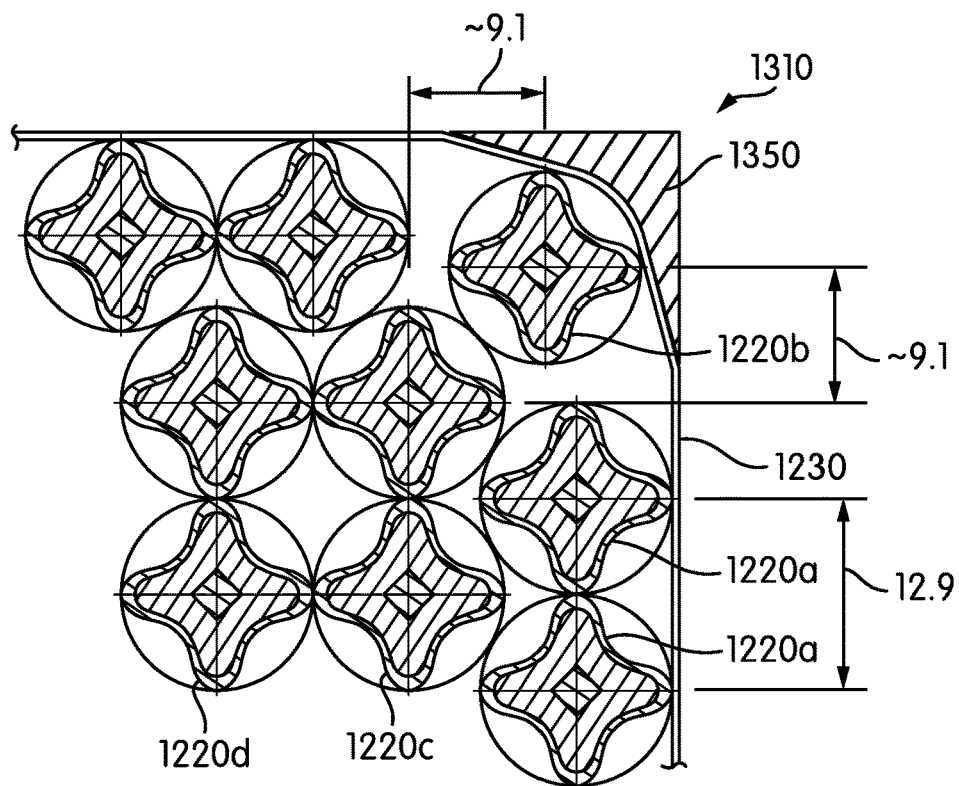


FIG. 31

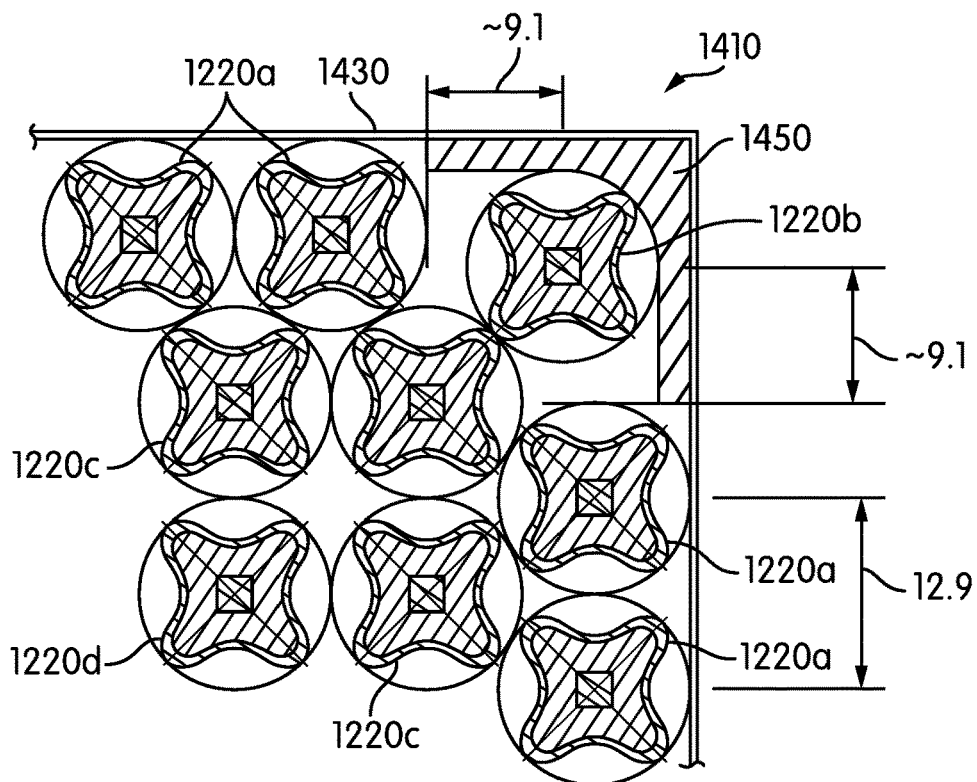


FIG. 32

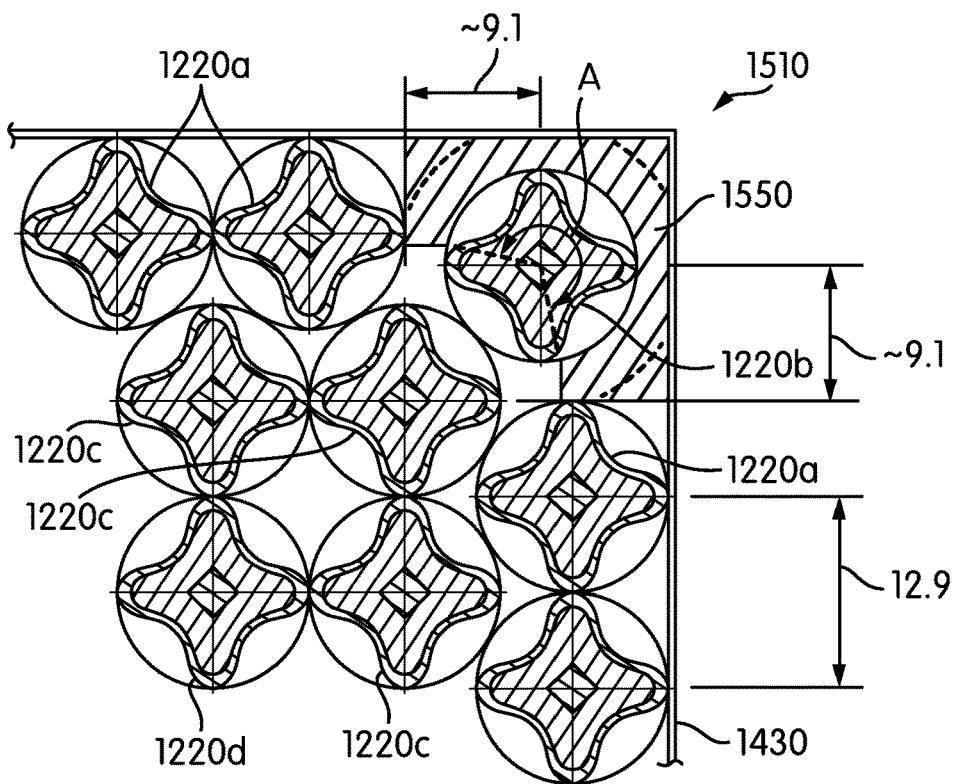


FIG. 33

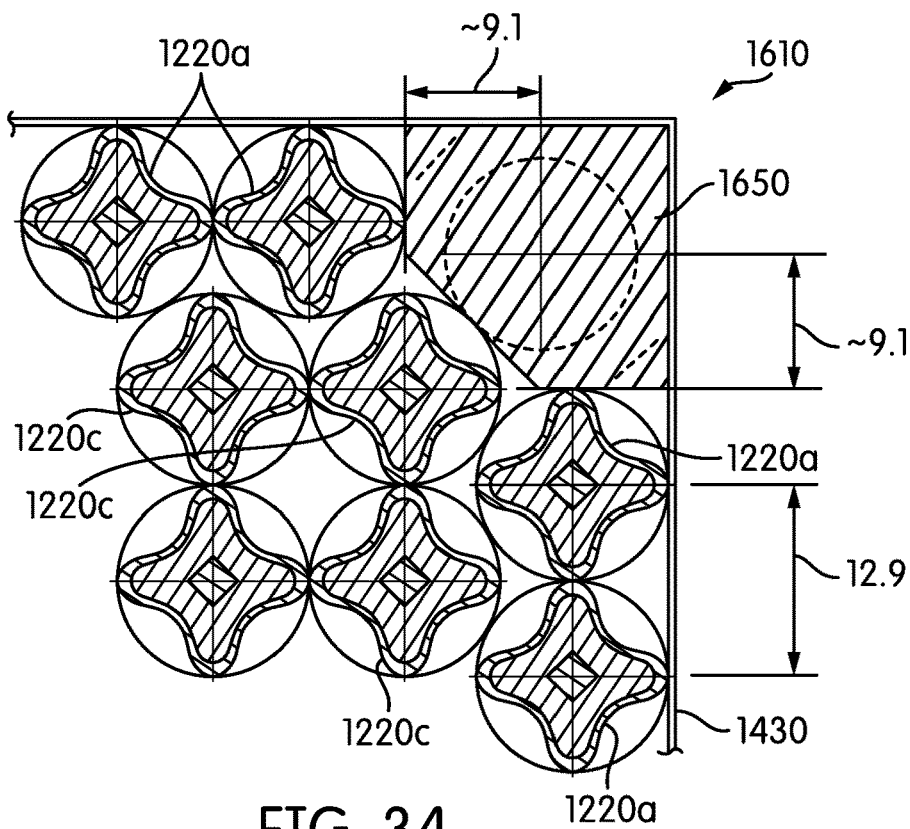


FIG. 34

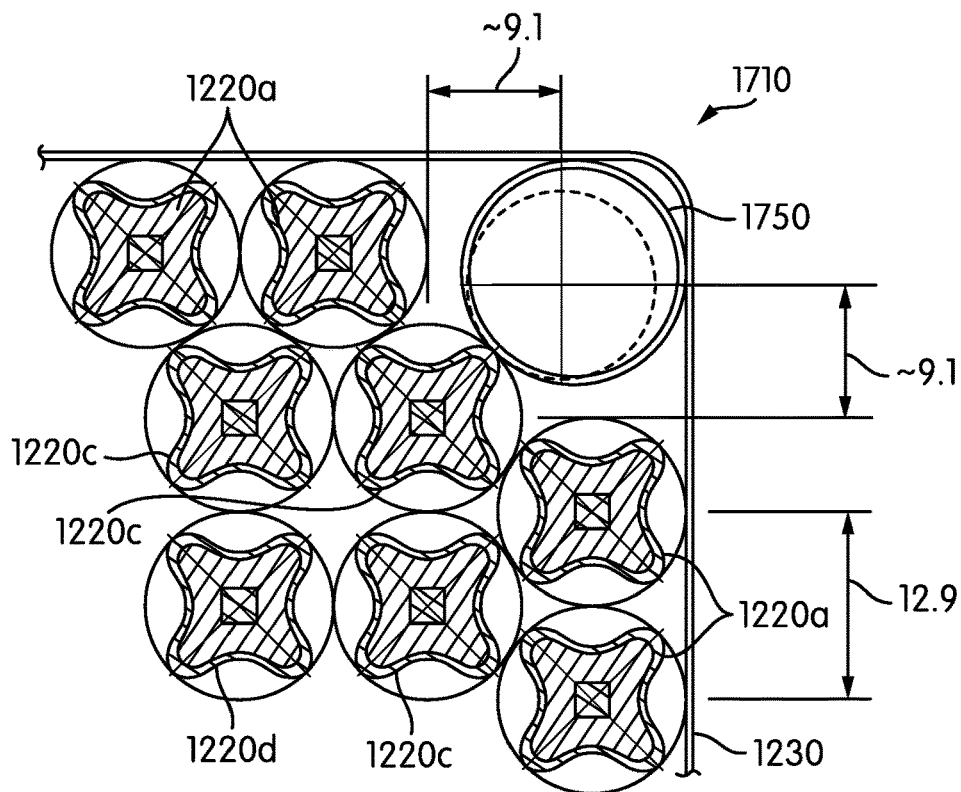


FIG. 35

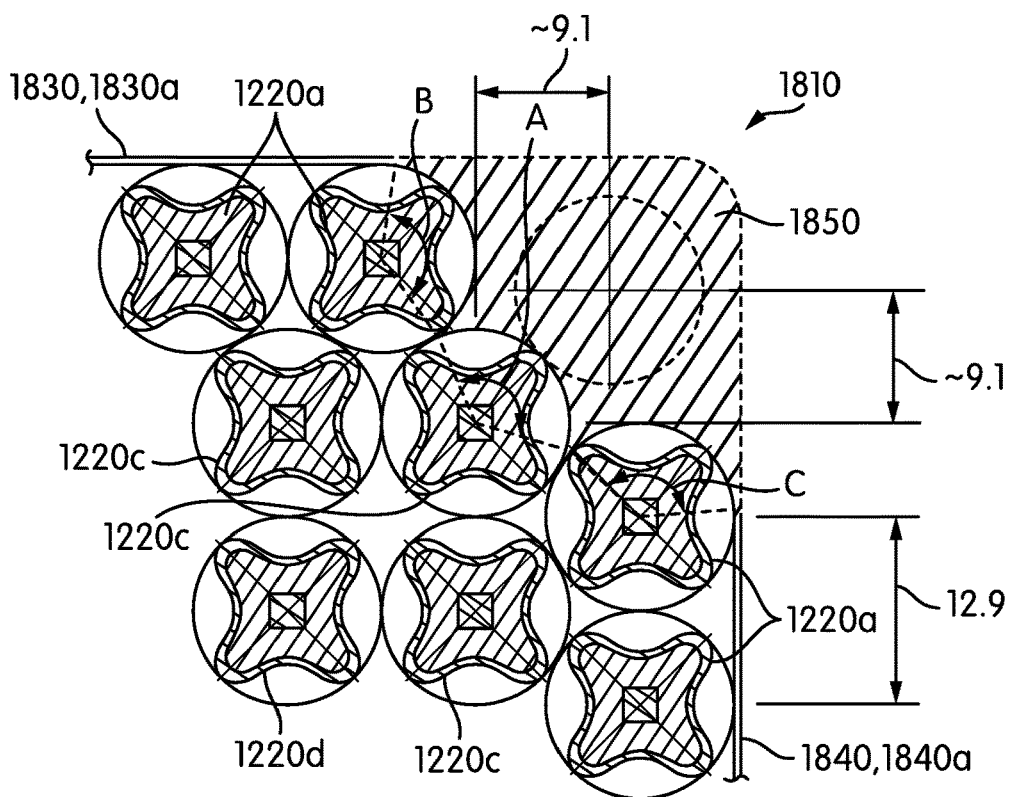


FIG. 36

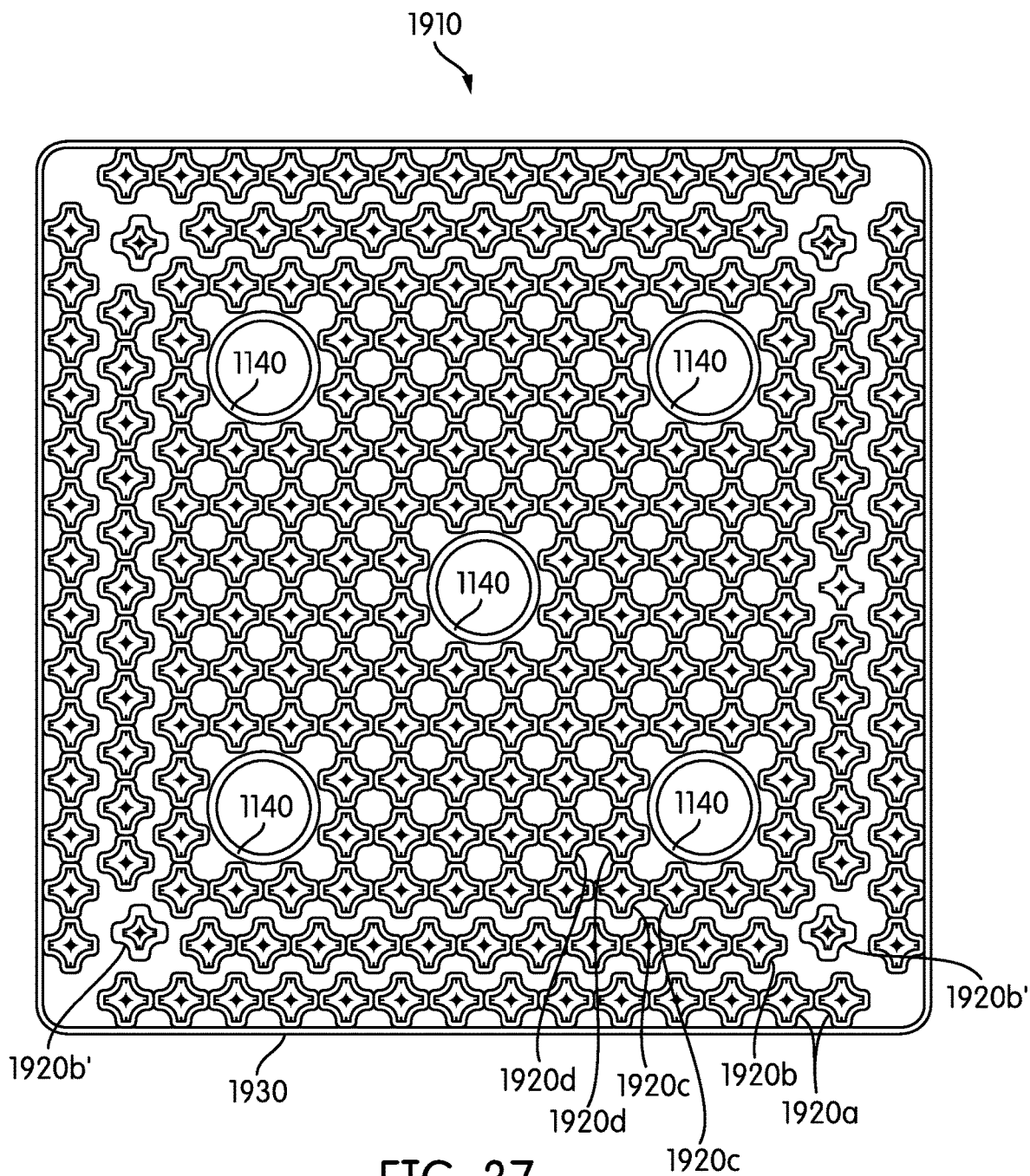


FIG. 37

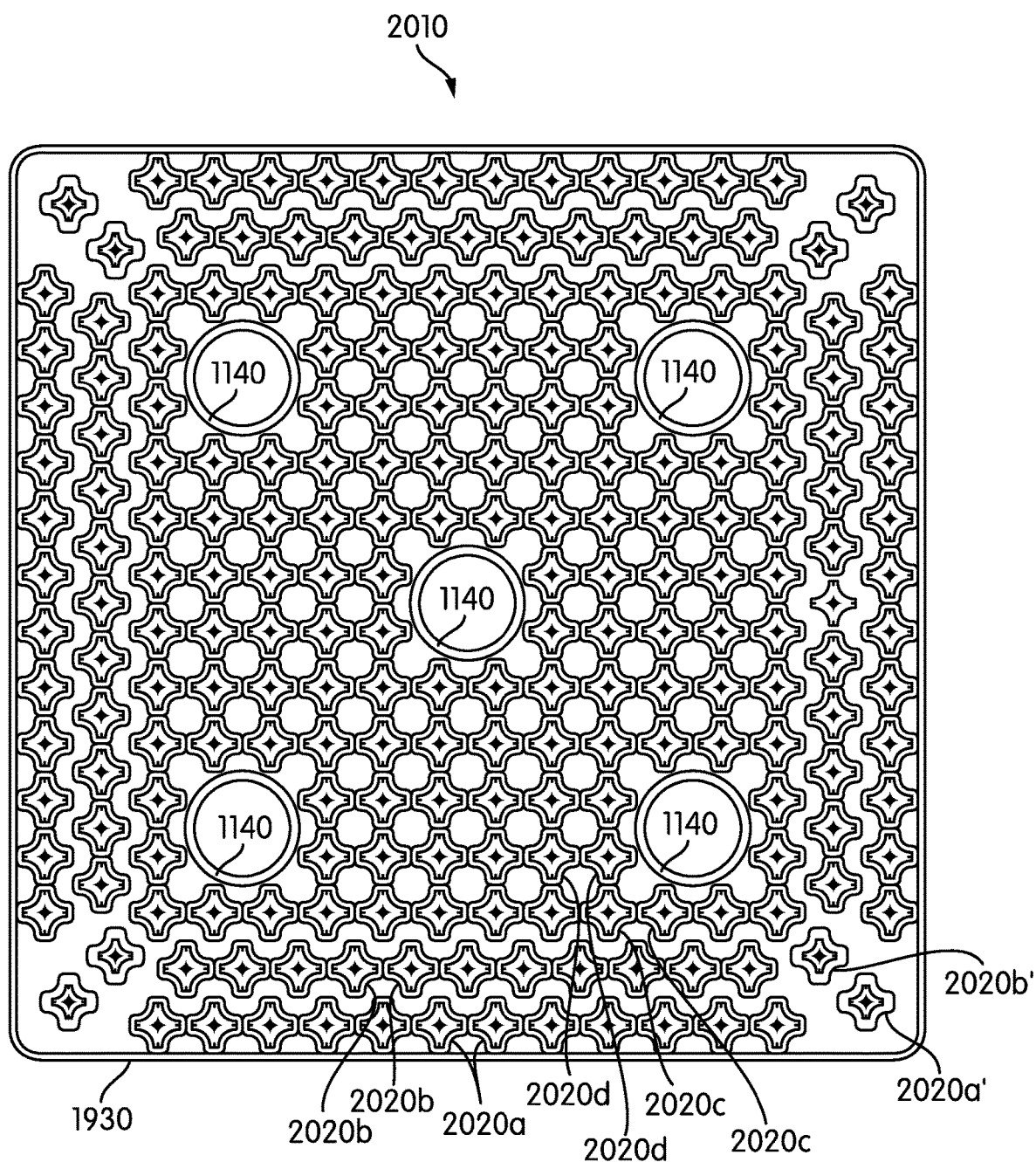


FIG. 38

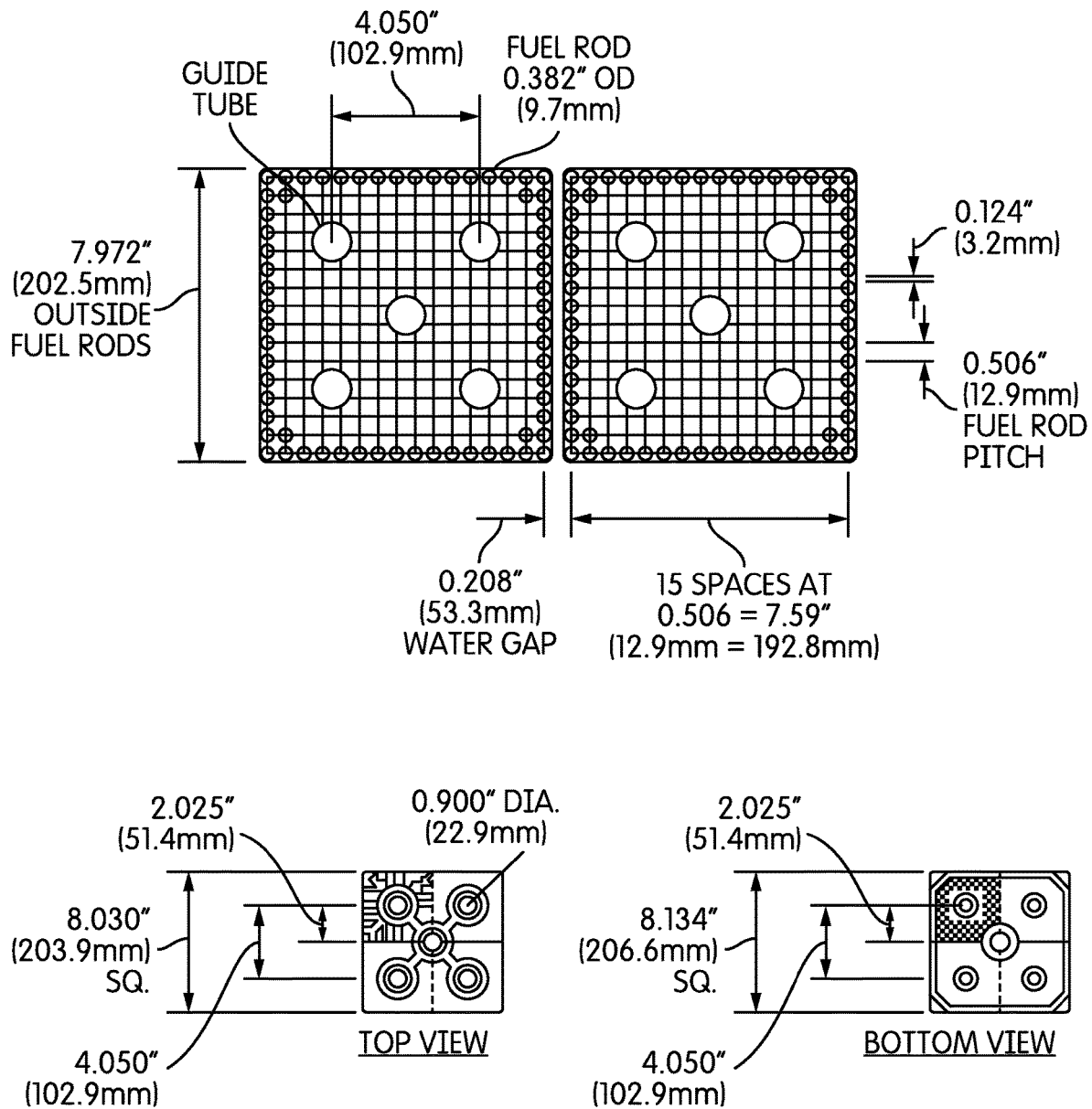


FIG. 39
(PRIOR ART)

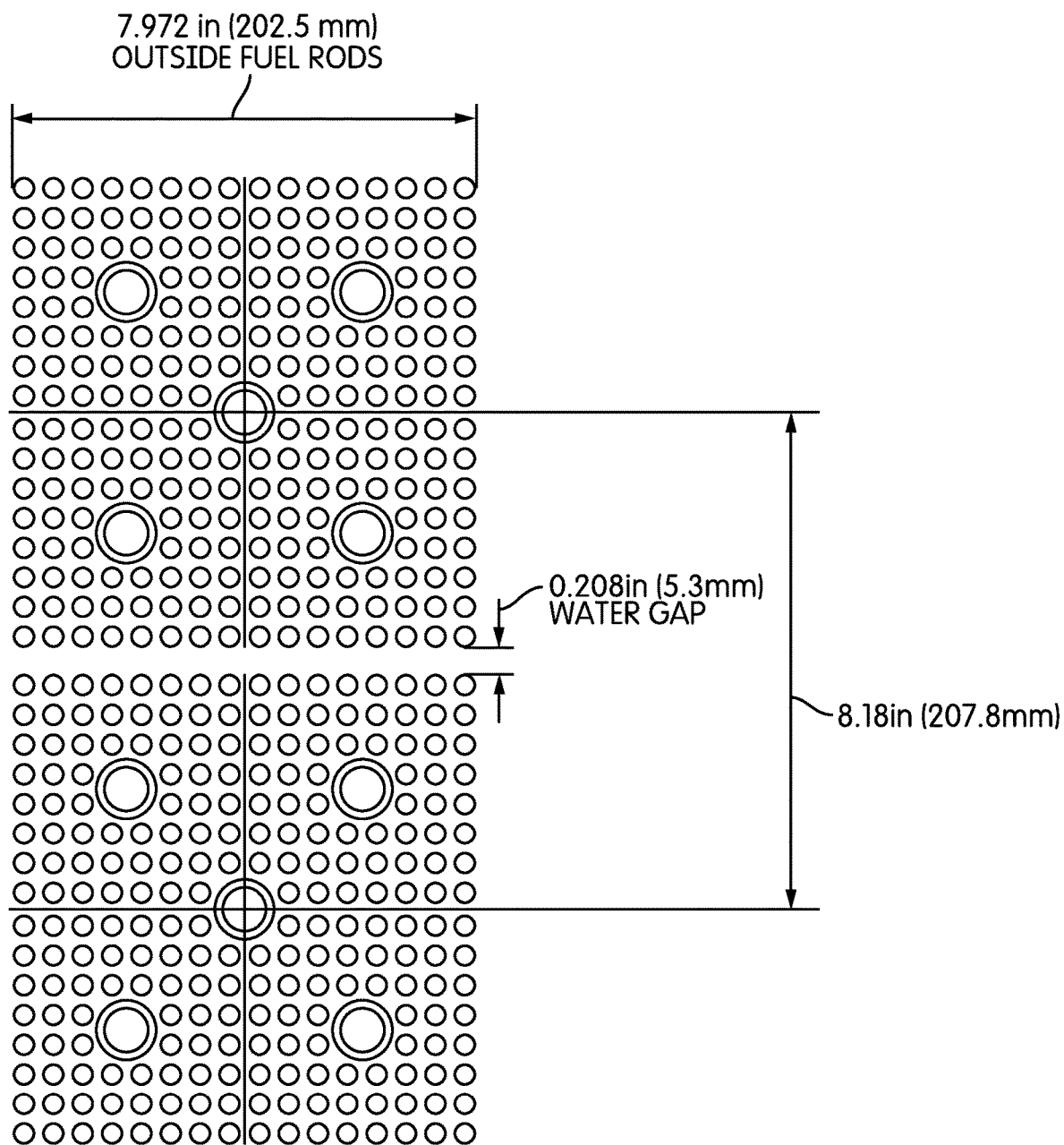


FIG. 40
(PRIOR ART)

PVNGS UPDATED FSAR

FUEL SYSTEM DESIGN

Table 4.2-1
TYPICAL MECHANICAL DESIGN PARAMETERS
(Sheet 1 OF 4)

Core Arrangement	
Number of fuel assemblies in core, total	241
Number of CEAs	89
Number of fuel rod locations	56,876
Spacing between fuel assemblies, fuel rod surface to surface, inches	0.208
Spacing, outer fuel rod surface to core Shroud, inches	0.214
Hydraulic diameter, nominal channel, feet	0.0393
Total flow area (excluding guide tubes), ft ²	60.9
Total core area, ft ²	112.3
Core equivalent diameter, inches	143.6
Core circumscribed diameter, inches	152.46
Total fuel loading, kg U (assuming all rod locations are fuel rods)	1.07×10^5
Total fuel weight, lb UO ₂ (assuming all rod locations are fuel rods)	2.67×10^5
Total weight of Zircaloy and ZIRLO, lb	72,500(a)
Fuel volume (including dishes), ft ³	410.8
Fuel Assemblies	
Fuel rod array square	16 x 16
Fuel rod pitch, inches	0.506
Spacer grid	
Type	Leaf spring
Material	Zircaloy
Number per assembly	10(b)

a. Weight assumes all assemblies are of PVNGS Unit 2 Batch N design. Actual weight varies from core-to-core.

b. Beginning with Batch P3R, reload assemblies have 9 Zircaloy spacer grids.

FIG. 41
(PRIOR ART)

Table 4.2-1
TYPICAL MECHANICAL DESIGN PARAMETERS
(Sheet 2 OF 4)

Fuel Assemblies (Continued)		
Bottom spacer grid		
Type		GUARDIAN™ or
Material		Leaf spring
Number per assembly		Inconel
		1
Top spacer grid (beginning with Batch P3R)		
Type		Leaf spring
Material		Inconel
Number per assembly		1
Overall dimensions		
Outside rod to outside rod, inches		7.972 x 7.972
Fuel Rod		
Fuel rod material (sintered pellet)		UO ₂ or UO ₂ -Er ₂ O ₃
Pellet diameter, inches		0.3255
Pellet length, inches		0.390
Pellet density, g/cm ³		10.58
Pellet theoretical density, g/cm ³		10.96
Pellet density (% theoretical)		96.5
Stack height density, g/cm ³		10.43
Clad material		Zircaloy or ZIRLO™
Clad ID, inches		0.332
Clad OD (nominal), inches		0.382
Clad thickness (nominal), inches		0.025
Diametral gap (cold, nominal), inches		0.0065
Active length, inches		150
Plenum length, inches		varies

FIG. 42
(PRIOR ART)

Table 4.2-1
TYPICAL MECHANICAL DESIGN PARAMETERS
(Sheet 3 OF 4)

Control Element Assemblies (CEA)	Full-strength	Part-strength
Number	76	13
Absorber elements, number per assembly	12 and 4	4
Type	Cylindrical rods	Cylindrical rods
Clad material	Inconel 625	Inconel 625
Clad thickness, inches nominal	0.035	0.035
Clad OD, inches nominal	0.816	0.816
Diametral gap, inches nominal	0.009	0.009
Elements		
Poison material	B,C/felt metal and reduced dia. B,C	Inconel 625
Poison length, inches	135-1/2/12/1/2	150.0 (including tip of finger)
Poison Diameter, inches	0.737/0.664 or 0.737/0.674	0.737 (Inconel 625 slugs)
B,C pellet	(B,C pellet)	
Density, % of theoretical density of 2.52 g/cm ³	73	N/A
Weight % boron, minimum	77.5	N/A
Burnable Poison Rod, Original Design ^(b)		
Absorber material		Al ₂ O ₃ -B ₄ C
		0.307
Pellet diameter, inches		0.875(1") and 0.500(0.5")
Pellet length, inches, min.		93(1") and 91(0.5")
Pellet density (% theoretical), min.		3.94
Theoretical density, Al ₂ O ₃ , g/cm ³		2.52

(b) Reload core designs may utilize erbium oxide (Er₂O₃) , admixed with UO₂ fuel, in lieu of Al₂O₃-B₄C poison rods. The reload design poison rods are mechanically similar to UO₂ fuel rods.

FIG. 43
(PRIOR ART)

Table 4.2-1
TYPICAL MECHANICAL DESIGN PARAMETERS
(Sheet 4 OF 4)

Burnable Poison Rod, Original Design ^(b) (Continued)	
Clad material	Zircaloy-4
Clad ID, inches	0.332
Clad OD, inches	0.382
Clad thickness (nominal), inches	0.025
Diametrical gap (cold, nominal), inches	0.025
Active length, inches	136.0
Plenum length, inches	varies

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Revision 12

FIG. 44
(PRIOR ART)

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FUEL ASSEMBLY**CROSS REFERENCE**

This application is a divisional application of U.S. patent application Ser. No. 14/081,056 filed Nov. 15, 2013, which claims the benefit of priority from U.S. Provisional Application No. 61/821,918, filed May 10, 2013, titled "FUEL ASSEMBLY," the entire contents of the foregoing applications are hereby incorporated by reference herein.

BACKGROUND OF THE INVENTION**1. Field of the Invention**

The present invention relates generally to nuclear fuel assemblies used in the core of a nuclear reactor, and relates more specifically to metal nuclear fuel elements.

2. Description of Related Art

U.S. Patent Application Publication No. 2009/0252278 A1, the entire contents of which are incorporated herein by reference, discloses a nuclear fuel assembly that includes seed and blanket sub-assemblies. The blanket sub-assembly includes thorium-based fuel elements. The seed sub-assembly includes Uranium and/or Plutonium metal fuel elements used to release neutrons, which are captured by the Thorium blanket elements, thereby creating fissionable U-233 that burns in situ and releases heat for the nuclear power plant.

PCT Publication No. WO2011/143293 (A1), the entire contents of which are incorporated herein by reference, discloses a variety of fuel assemblies and fuel elements that utilize extruded, spiral (i.e., helically twisted) fuel elements with metal or ceramic fuel.

SUMMARY OF EMBODIMENTS OF THE INVENTION

The surface area of the cylindrical tube of conventional fuel rods limits the amount of heat that can be transferred from the rod to the primary coolant. To avoid overheating the fuel rod in view of the limited surface area for heat flux removal, the amount of fissile material in these uranium oxide fuel rods or mixed oxide (plutonium and uranium oxide) fuel rods has conventionally been substantially limited.

One or more embodiments of the present invention overcome various disadvantages of conventional uranium oxide fuel rods by replacing them with all metal, multi-lobed, powder metallurgy co-extruded fuel rods (fuel elements). The metal fuel elements have significantly more surface area than their uranium oxide rod counterparts, and therefore facilitate significantly more heat transfer from the fuel element to the primary coolant at a lower temperature. The spiral ribs of the multi-lobed fuel elements provide structural support to the fuel element, which may facilitate the reduction in the quantity or elimination of spacer grids that might otherwise have been required. Reduction in the quantity or elimination of such spacer grids advantageously reduces the hydraulic drag on the coolant, which can improve heat transfer to the coolant. Because the metal fuel elements may be relatively more compact than their conventional uranium oxide fuel rod counterparts, more space within the fuel assembly is provided for coolant, which again reduces hydraulic drag and improves heat transfer to the coolant. The higher heat transfer from the metal fuel rods to the coolant

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means that it is possible to generate more heat (i.e., power), while simultaneously maintaining the fuel elements at a lower operating temperature due to the considerably higher thermal conductivity of metals versus oxides. Although conventional uranium oxide or mixed oxide fuel rods typically are limited to fissile material loading of around 4-5% due to overheating concerns, the higher heat transfer properties of the metal fuel elements according to various embodiments of the present invention enable significantly greater fissile material loadings to be used while still maintaining safe fuel performance. Ultimately, the use of metal fuel elements according to one or more embodiments of the present invention can provide more power from the same reactor core than possible with conventional uranium oxide or mixed oxide fuel rods.

The use of all-metal fuel elements according to one or more embodiments of the present invention may advantageously reduce the risk of fuel failure because the metal fuel elements reduce the risk of fission gas release to the primary coolant, as is possible in conventional uranium oxide or mixed oxide fuel rods.

The use of all-metal fuel elements according to one or more embodiments of the present invention may also be safer than conventional uranium oxide fuel rods because the all-metal design increases heat transfer within the fuel element, thereby reducing temperature variations within the fuel element, and reducing the risk of localized overheating of the fuel element.

One or more embodiments provides an axially elongated fuel element for use in a fuel assembly of a nuclear reactor. The fuel element includes: a kernel including fissionable material; and a cladding enclosing the kernel. A ratio of an axial length of the fuel element to a circumscribed diameter of the fuel element is at least 20:1. An axial centerline of the fuel element is offset from an axial center of mass of the fuel element.

According to one or more of these embodiments, the fuel element has a multi-lobed profile that forms spiral ribs, wherein the spiral ribs include fissionable material.

According to one or more of these embodiments, the multi-lobed profile includes concave areas between adjacent lobes.

According to one or more of these embodiments, at least one circumferential side of the cladding is laterally reduced in size (e.g., shortened) relative to at least one other circumferential side of the cladding.

According to one or more of these embodiments, an axial center of mass of the kernel is disposed at the axial centerline, and wherein an axial center of mass of the cladding is offset from the axial centerline.

One or more embodiments provides a fuel assembly for use in a core of a nuclear power reactor. The assembly includes a frame including a lower nozzle that is shaped and configured to mount to the nuclear reactor internal core structure; and a plurality of elongated, extruded fuel elements supported by the frame. Each of said plurality of fuel elements includes a fuel kernel including fuel material disposed in a matrix of metal non-fuel material, the fuel material including fissile material, and a cladding surrounding the fuel kernel. Each of the fuel elements has a multi-lobed profile that forms spiral ribs. The plurality of fuel elements provide all of the fissile material of the fuel assembly. Each of the plurality of fuel elements is disposed in a different grid position of a grid pattern defined by the frame such that a subset of the plurality of fuel elements are disposed along an outer perimeter of the grid pattern. At least one outer side of the cladding on at least some of the

fuel elements disposed along an outer perimeter of the grid pattern are laterally reduced in size.

According to one or more of these embodiments, the frame includes a shroud such that all of the plurality of fuel elements are disposed inside the shroud, and the laterally reduced outer sides of the cladding contact the shroud.

According to one or more of these embodiments, in a cross section of the fuel assembly that is perpendicular to an axial direction of the fuel elements, an area of each of the fuel kernels of the at least some of the fuel elements disposed along an outer perimeter of the grid pattern is smaller than an area of at least one of the fuel kernels of a remainder of the plurality of fuel elements.

According to one or more of these embodiments, each of the plurality of fuel elements is separated from adjacent fuel elements by a common centerline-to-centerline distance, and a circumscribed diameter of each of the plurality of fuel elements equals the centerline-to-centerline distance.

According to one or more of these embodiments, the fuel material includes ceramic fuel material disposed in the matrix of metal non-fuel material.

According to one or more of these embodiments, the cladding is at least 0.4 mm thick throughout each of the plurality of fuel elements.

According to one or more of these embodiments, the fuel assembly is thermodynamically designed and physically shaped for operation in a conventional land-based nuclear power reactor of a conventional nuclear power plant having a reactor design that was in actual use before 2013. The frame is shaped and configured to fit into the land-based nuclear power reactor in place of a conventional uranium oxide fuel assembly for said reactor.

According to one or more of these embodiments, the spiral ribs of adjacent ones of the plurality of fuel elements periodically contact each other over the axial length of the fuel elements, such contact helping to maintain the spacing of the fuel elements relative to each other.

According to one or more of these embodiments, a portion of the fuel assembly that supports the subset of the elongated fuel elements is inseparable from a portion of the fuel assembly that supports the rest of the plurality of fuel elements.

According to one or more of these embodiments, the grid pattern defines a 17×17 pattern of grid positions, and guide tubes occupy grid positions at row, column positions: 3,6; 3,9; 3,12; 4,4; 4,14; 6,3; 6,15; 9,3; 9,15; 12,3; 12,15; 14,4; 14,14; 15,6; 15,9; and 15,12.

One or more embodiments provides a fuel assembly for use in a core of a nuclear power reactor. The assembly includes: a frame including a lower nozzle that is shaped and configured to mount to the nuclear reactor internal core structure; and a plurality of elongated fuel elements supported by the frame, each of said plurality of fuel elements including fissile material. As viewed in a cross section that is perpendicular to an axial direction of the fuel assembly, the plurality of fuel elements are arranged into a mixed grid pattern that includes a first grid pattern and a second grid pattern. The second grid pattern is different from the first grid pattern.

According to one or more of these embodiments, the plurality of fuel elements includes non-overlapping first, second, and third subsets, each subset including a plurality of the fuel elements. The plurality of fuel elements of the first subset are disposed within respective grid positions defined by the first grid pattern. The plurality of fuel elements of the second subset are disposed within respective grid positions defined by the second grid pattern. The

plurality of fuel elements of the third subset are disposed within respective overlapping grid positions, the overlapping grid positions falling within both the first grid pattern and the second grid pattern.

According to one or more of these embodiments, each of the plurality of fuel elements has a common circumscribed diameter.

According to one or more of these embodiments, the first grid pattern includes a pattern of square rows and columns. The centerline-to-centerline distance between the rows and columns is the common circumscribed diameter. The second grid pattern includes a pattern of equilateral triangles. A length of each side of each triangle is the common circumscribed diameter.

According to one or more of these embodiments, the fuel assembly also includes additional fuel elements supported by the frame. The additional fuel elements are not disposed within any of the grid positions defined by the first or second grid pattern.

According to one or more of these embodiments, each of the plurality of fuel elements includes: a fuel kernel including fuel material disposed in a matrix of metal non-fuel material, the fuel material including fissile material, and a cladding surrounding the fuel kernel. Each of the fuel elements has a multi-lobed profile that forms spiral ribs.

One or more embodiments of the present invention provide a fuel assembly for use in a core of a nuclear power reactor (e.g., a land-based or marine nuclear reactor). The assembly includes a frame including a lower nozzle that is shaped and configured to mount to the nuclear reactor internal core structure, and a plurality of elongated metal fuel elements supported by the frame. Each of the plurality of fuel elements includes a metal fuel alloy kernel including metal fuel material and a metal non-fuel material. The fuel material includes fissile material. Each fuel element also includes a cladding surrounding the fuel kernel. The plurality of elongated metal fuel elements provide all of the fissile material of the fuel assembly.

According to one or more of these embodiments, the fuel assembly is thermodynamically designed and physically shaped for operation in a land-based nuclear power reactor.

According to one or more embodiments, the fuel assembly may be used in combination with a land-based nuclear power reactor, wherein the fuel assembly is disposed within the land-based nuclear power reactor.

According to one or more of these embodiments, with respect to a plurality of the plurality of fuel elements: the fuel material of the fuel kernel is enriched to 20% or less by uranium-235 and/or uranium-233 and includes between a 20% and 30% volume fraction of the fuel kernel; and the non-fuel metal includes between a 70% and 80% volume fraction of the fuel kernel. With respect to the plurality of the plurality of fuel elements, the fuel material enrichment may be between 15% and 20%. The non-fuel metal of the fuel kernel may include zirconium.

According to one or more of these embodiments, the kernel includes δ -phase UZr_2 .

According to one or more of these embodiments, with respect to a plurality of the plurality of fuel elements: the fuel material of the fuel kernel includes plutonium; the non-fuel metal of the fuel kernel includes zirconium; and the non-fuel metal of the fuel kernel includes between a 70% and 97% volume fraction of the fuel kernel.

According to one or more of these embodiments, the fuel material includes a combination of: uranium and thorium; plutonium and thorium; or uranium, plutonium, and thorium.

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According to one or more of these embodiments, the cladding of a plurality of the plurality of fuel elements is metallurgically bonded to the fuel kernel.

According to one or more of these embodiments, the non-fuel metal of a plurality of the plurality of fuel elements includes aluminum.

According to one or more of these embodiments, the non-fuel metal of a plurality of the plurality of fuel elements includes a refractory metal.

According to one or more of these embodiments, the cladding of a plurality of the plurality of fuel elements includes zirconium.

According to one or more of these embodiments, a plurality of the plurality of fuel elements are manufactured via co-extrusion of the fuel kernel and cladding.

According to one or more of these embodiments, the fuel assembly, one or more fuel elements thereof, and/or one or more fuel kernels thereof includes burnable poison.

According to one or more of these embodiments, the plurality of elongated metal fuel elements provide at least 80% by volume of the overall fissile material of the fuel assembly.

According to one or more of these embodiments, the land-based nuclear power reactor is a conventional nuclear power plant having a reactor design that was in actual use before 2013. The frame may be shaped and configured to fit into the land-based nuclear power reactor in place of a conventional uranium oxide fuel assembly for the reactor.

According to one or more of these embodiments, the kernel may include ceramic fuel material instead of metal fuel material. In one or more such embodiments, the fuel material includes ceramic fuel material disposed in a matrix of metal non-fuel material. Conversely, in one or more metal fuel embodiments, the plurality of elongated, extruded fuel elements include a plurality of elongated, extruded metal fuel elements; the fuel material includes metal fuel material; and the fuel kernel includes a metal fuel alloy kernel including an alloy of the metal fuel material and the matrix of metal non-fuel material.

According to one or more of these embodiments, the frame comprises a shroud such that all of the plurality of fuel elements are disposed inside the shroud, and the fuel assembly comprises at least one corner structure disposed at a corner of the fuel assembly and attached to the shroud. According to one or more of these embodiments, the at least one corner structure comprises a burnable poison. According to one or more of these embodiments, the at least one corner structure abuts at least one of the plurality of elongated fuel elements.

These and other aspects of various embodiments of the present invention, as well as the methods of operation and functions of the related elements of structure and the combination of parts and economies of manufacture, will become more apparent upon consideration of the following description and the appended claims with reference to the accompanying drawings, all of which form a part of this specification, wherein like reference numerals designate corresponding parts in the various figures. In one embodiment of the invention, the structural components illustrated herein are drawn to scale. It is to be expressly understood, however, that the drawings are for the purpose of illustration and description only and are not intended as a definition of the limits of the invention. In addition, it should be appreciated that structural features shown or described in any one embodiment herein can be used in other embodiments as well. As used in the specification and in the claims, the

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singular form of "a", "an", and "the" include plural referents unless the context clearly dictates otherwise.

BRIEF DESCRIPTION OF THE DRAWINGS

For a better understanding of embodiments of the present invention as well as other objects and further features thereof, reference is made to the following description which is to be used in conjunction with the accompanying drawings, where:

FIG. 1 is a cross-sectional view of a fuel assembly, the cross-section being taken in a self-spacing plane;

FIG. 2 is a cross-sectional view of the fuel assembly of FIG. 1, the cross-section being taken in a plane that is shifted by $\frac{1}{8}$ of a twist of the fuel elements from the view in FIG. 1;

FIG. 3 is a cross-sectional view of the fuel assembly of FIG. 1, taken in a plane that is parallel to the axial direction of the fuel assembly;

FIG. 4 is a perspective view of a fuel element of the fuel assembly of FIG. 1;

FIG. 5 is a cross-sectional view of the fuel element in FIG. 3;

FIG. 6 is a cross-sectional view of the fuel element in FIG. 3, circumscribed within a regular polygon;

FIG. 7A is an end view of another fuel assembly, for use in a pressurized heavy water reactor;

FIG. 7B is a partial side view of the fuel assembly of FIG. 7A;

FIG. 8 is a diagram of a pressurized heavy water reactor using the fuel assembly illustrated in FIGS. 7A and 7B

FIG. 9 is a cross-sectional view of the fuel element in FIG. 3;

FIG. 10 is a cross-sectional view of another fuel assembly;

FIGS. 11 and 12 are partial cross-sectional views of a fuel assembly according to an embodiment of the present invention;

FIGS. 13A and 13B are cross-sectional views of two fuel elements of the fuel assembly in FIGS. 11 and 12;

FIG. 14 is a cross-sectional view of a fuel assembly according to an alternative embodiment;

FIGS. 15-20 are partial cross-sectional views of the fuel assembly of FIG. 14;

FIG. 21 is a cross-sectional view of a fuel assembly according to an alternative embodiment;

FIG. 22 is a cross-sectional view of a fuel assembly according to an alternative embodiment;

FIGS. 23-25 are partial cross-sectional views of a fuel assembly of FIG. 22;

FIG. 26 is a cross-sectional view of a fuel assembly according to an alternative embodiment;

FIGS. 27-30 are partial cross-sectional views of a fuel assembly of FIG. 26;

FIGS. 31-36 are partial cross-sectional views of fuel assemblies according to alternative embodiments;

FIG. 37 is a cross-sectional view of a fuel assembly according to an alternative embodiment;

FIG. 38 is a cross-sectional view of a fuel assembly according to an alternative embodiment;

FIGS. 39-44 provide the conventional specifications for a 16x16 fuel assembly.

DETAILED DESCRIPTION OF EXEMPLARY EMBODIMENTS OF THE INVENTION

FIGS. 1-3 illustrate a fuel assembly 10 according to an embodiment of the present invention. As shown in FIG. 3, the fuel assembly 10 comprises a plurality of fuel elements 20 supported by a frame 25.

As shown in FIG. 3, the frame 25 comprises a shroud 30, guide tubes 40, an upper nozzle 50, a lower nozzle 60, a lower tie plate 70, an upper tie plate 80, and/or other structure(s) that enable the assembly 10 to operate as a fuel assembly in a nuclear reactor. One or more of these components of the frame 25 may be omitted according to various embodiments without deviating from the scope of the present invention.

As shown in FIG. 3, the shroud 25 mounts to the upper nozzle 50 and lower nozzle 60. The lower nozzle 60 (or other suitable structure of the assembly 10) is constructed and shaped to provide a fluid communication interface between the assembly 10 and the reactor 90 into which the assembly 10 is placed so as to facilitate coolant flow into the reactor core through the assembly 10 via the lower nozzle 60. The upper nozzle 50 facilitates direction of the heated coolant from the assembly 10 to the power plant's steam generators (for PWRs), turbines (for BWRs), etc. The nozzles 50, 60 have a shape that is specifically designed to properly mate with the reactor core internal structure.

As shown in FIG. 3, the lower tie plate 70 and upper tie plate 80 are preferably rigidly mounted (e.g., via welding, suitable fasteners (e.g., bolts, screws), etc.) to the shroud 30 or lower nozzle 60 (and/or other suitable structural components of the assembly 10).

Lower axial ends of the elements 20 form pins 20a that fit into holes 70a in the lower tie plate 70 to support the elements 20 and help maintain proper element 20 spacing. The pins 20a mount to the holes 70a in a manner that prevents the elements 20 from rotating about their axes or axially moving relative to the lower tie plate 70. This restriction on rotation helps to ensure that contact points between adjacent elements 20 all occur at the same axial positions along the elements 20 (e.g., at self-spacing planes discussed below). The connection between the pins 20a and holes 70a may be created via welding, interference fit, mating non-cylindrical features that prevent rotation (e.g., keyway and spline), and/or any other suitable mechanism for restricting axial and/or rotational movement of the elements 20 relative to the lower tie plate 70. The lower tie plate 70 includes axially extending channels (e.g., a grid of openings) through which coolant flows toward the elements 20.

Upper axial ends of the elements 20 form pins 20a that freely fit into holes 80a in the upper tie plate 80 to permit the upper pins 20a to freely axially move upwardly through to the upper tie plate 80 while helping to maintain the spacing between elements 20. As a result, when the elements 20 axially grow during fission, the elongating elements 20 can freely extend further into the upper tie plate 80.

As shown in FIG. 4, the pins 20a transition into a central portion of the element 20.

FIGS. 4 and 5 illustrate an individual fuel element/rod 20 of the assembly 10. As shown in FIG. 5, the elongated central portion of the fuel element 20 has a four-lobed cross-section. A cross-section of the element 20 remains substantially uniform over the length of the central portion of the element 20. Each fuel element 20 has a fuel kernel 100, which includes a refractory metal and fuel material that includes fissile material.

A displacer 110 that comprises a refractory metal is placed along the longitudinal axis in the center of the fuel kernel 100. The displacer 110 helps to limit the temperature in the center of the thickest part of the fuel element 20 by displacing fissile material that would otherwise occupy such space and minimize variations in heat flux along the surface of the

fuel element. According to various embodiments, the displacer 110 may be eliminated altogether.

As shown in FIG. 5, the fuel kernel 100 is enclosed by a refractory metal cladding 120. The cladding 120 is preferably thick enough, strong enough, and flexible enough to endure the radiation-induced swelling of the kernel 100 without failure (e.g., without exposing the kernel 100 to the environment outside the cladding 120). According to one or more embodiments, the entire cladding 120 is at least 0.3 mm, 0.4 mm, 0.5 mm, and/or 0.7 mm thick. According to one or more embodiments, the cladding 120 thickness is at least 0.4 mm in order to reduce a chance of swelling-based failure, oxidation based failure, and/or any other failure mechanism of the cladding 120.

The cladding 120 may have a substantially uniform thickness in the annular direction (i.e., around the perimeter of the cladding 120 as shown in the cross-sectional view of FIG. 5) and over the axial/longitudinal length of the kernel 100 (as shown in FIG. 4). Alternatively, as shown in FIG. 5, according to one or more embodiments, the cladding 120 is thicker at the tips of the lobes 20b than at the concave intersection/area 20c between the lobes 20b. For example, according to one or more embodiments, the cladding 120 at the tips of the lobes 20b is at least 10%, 20%, 30%, 40%, 50%, 60%, 70%, 80%, 90%, 100%, 125%, and/or 150% thicker than the cladding 120 at the concave intersections/areas 20c. The thicker cladding 120 at the tips of the lobes 20b provides improved wear resistance at the tips of the lobes 20b where adjacent fuel elements 20 touch each other at the self-spacing planes (discussed below).

The refractory metal used in the displacer 110, the fuel kernel 100, and the cladding 120 comprises zirconium according to one or more embodiments of the invention. As used herein, the term zirconium means pure zirconium or zirconium in combination with other alloy material(s). However, other refractory metals may be used instead of zirconium without deviating from the scope of the present invention (e.g., niobium, molybdenum, tantalum, tungsten, rhenium, titanium, vanadium, chromium, zirconium, hafnium, ruthenium, osmium, iridium, and/or other metals). As used herein, the term "refractory metal" means any metal/alloy that has a melting point above 1800 degrees Celsius (2073K).

Moreover, in certain embodiments, the refractory metal may be replaced with another non-fuel metal, e.g., aluminum. However, the use of a non-refractory non-fuel metal is best suited for reactor cores that operate at lower temperatures (e.g., small cores that have a height of about 1 meter and an electric power rating of 100 MWe or less). Refractory metals are preferred for use in cores with higher operating temperatures.

As shown in FIG. 5, the central portion of the fuel kernel 100 and cladding 120 has a four-lobed profile forming spiral spacer ribs 130. The displacer 110 may also be shaped so as to protrude outwardly at the ribs 130 (e.g., corners of the square displacer 110 are aligned with the ribs 130). According to alternative embodiments of the present invention, the fuel elements 20 may have greater or fewer numbers of ribs 130 without deviating from the scope of the present invention. For example, as generally illustrated in FIG. 5 of U.S. Patent Application Publication No. 2009/0252278 A1, a fuel element may have three ribs/lobes, which are preferably equally circumferentially spaced from each other. The number of lobes/ribs 130 may depend, at least in part, on the shape of the fuel assembly 10. For example, a four-lobed element 20 may work well with a square cross-sectioned fuel assembly 10 (e.g., as is used in the AP-1000). In

contrast, a three-lobed fuel element may work well with a hexagonal fuel assembly (e.g., as is used in the VVER).

FIG. 9 illustrates various dimensions of the fuel element **20** according to one or more embodiments. According to one or more embodiments, any of these dimensions, parameters and/or ranges, as identified in the below table, can be increased or decreased by up to 5%, 10%, 15%, 20%, 25%, 30%, 40%, 50%, or more without deviating from the scope of the present invention.

Fuel Element 20 Parameter	Symbol	Example Values	Unit
Circumscribed diameter	D	9-14 (e.g., 12.3, 12.4, 12.5, 12.6)	mm
Lobe thickness	Δ	2.5-3.8 (e.g., 2.5, 2.6, 2.7, 2.8, 2.9, 3.0, 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8), variable	mm
Minimum cladding thickness	δ	0.4-1.2 (e.g., 0.4, 0.5, 0.6, 0.7, 0.8, 0.9, 1.0, 1.1, 1.2)	mm
Cladding thickness at the lobe	δ^{max}	0.4-2.2 (e.g., 0.4, 0.5, 0.6, 0.7, 0.8, 0.9, 1.0, 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.9, 2.0, 2.1, 2.2), 1.5 δ , 2 δ , 2.5 δ	mm
Average cladding thickness		0.4-1.8 (e.g., 0.4, 0.5, 0.6, 0.7, 0.8, 0.9, 1.0, 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8), at least 0.4, 0.5, or 0.6	mm
Curvature radius of cladding at lobe periphery	r	$\Delta/2$, $\Delta/1.9$, variable	mm
Curvature radius of fuel kernel at lobe periphery	r_f	0.5-2.0 (e.g., 0.5, 0.6, 0.7, 0.8, 0.9, 1.0, 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.9, 2.0), ($\Delta - 2\delta$)/2, variable	mm
Radius of curvature between adjacent lobes	R	2-5 (e.g., 2, 3, 4, 5), variable	mm
Central displacer side length	a	1.5-3.5 (e.g., 1.5, 1.6, 1.7, 1.8, 1.9, 2.0, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 2.9, 3.0, 3.1, 3.2, 3.3, 3.4, 3.5)	mm
Fuel element perimeter		25-60 (e.g., 25, 30, 35, 40, 45, 50, 55, 60)	mm
Fuel element area		50-100 (e.g., 50, 60, 70, 80, 90, 100)	mm ²
Fuel kernel area, mm ²		30-70 (e.g., 30, 40, 50, 60, 70)	mm ²
Enrichment		≤ 19.7	w/o
U fraction		≤ 25	v/o

As shown in FIG. 5, the displacer **110** has a cross-sectional shape of a square regular quadrilateral with the corners of the square regular quadrilateral being aligned with the ribs **130**. The displacer **110** forms a spiral that follows the spiral of the ribs **130** so that the corners of the displacer **110** remain aligned with the ribs **130** along the axial length of the fuel kernel **100**. In alternative embodiments with greater or fewer ribs **130**, the displacer **110** preferably has the cross-sectional shape of a regular polygon having n sides as the element **20** has ribs.

As shown in FIG. 6, the cross-sectional area of the central portion of the element **20** is preferably substantially smaller than the area of a square **200** in which the tip of each of the ribs **130** is tangent to one side of the square **200**. In more generic terms, the cross-sectional area of an element **20** having n ribs is preferably smaller than the area of a regular polygon having n sides in which the tip of each of the ribs **130** is tangent to one side of the polygon. According to various embodiments, a ratio of the area of the element **20** to the area of the square (or relevant regular polygon for elements **20** having greater or fewer than four ribs **130**) is less than 0.7, 0.6, 0.5, 0.4, 0.35, 0.3. As shown in FIG. 1, this area ratio approximates how much of the available space within the shroud **30** is taken up by the fuel elements **20**, such that a lower ratio means that more space is advanta-

geously available for coolant, which also acts as a neutron moderator and which increases the moderator-to-fuel ratio (important for neutronics), reduces hydraulic drag, and increases the heat transfer from the elements **20** to the coolant. According to various embodiments, the resulting moderator to fuel ratio is at least 2.0, 2.25, 2.5, 2.75, and/or 3.0 (as opposed to 1.96 when conventional cylindrical uranium oxide rods are used). Similarly, according to various embodiments, the fuel assembly **10** flow area is

increased by over 16% as compared to the use of one or more conventional fuel assemblies that use cylindrical uranium oxide rods. The increased flow area may decrease the coolant pressure drop through the assembly **10** (relative to conventional uranium oxide assemblies), which may have advantages with respect to pumping coolant through the assembly **10**.

As shown in FIG. 4, the element **20** is axially elongated. In the illustrated embodiment, each element **20** is a full-length element and extends the entire way from lower tie plate **70** at or near the bottom of the assembly **10** to the upper tie plate **80** at or near the top of the assembly **10**. According to various embodiments and reactor designs, this may result in elements **20** that are anywhere from 1 meter long (for compact reactors) to over 4 meters long. Thus, for typical reactors, the elements **20** may be between 1 and 5 meters long. However, the elements **20** may be lengthened or shortened to accommodate any other sized reactor without deviating from the scope of the present invention.

While the illustrated elements **20** are themselves full length, the elements **20** may alternatively be segmented, such that the multiple segments together make a full length element. For example, 4 individual 1 meter element segments **20** may be aligned end to end to effectively create the full-length element. Additional tie plates **70**, **80** may be

provided at the intersections between segments to maintain the axial spacing and arrangement of the segments.

According to one or more embodiments, the fuel kernel **100** comprises a combination of a refractory metal/alloy and fuel material. The refractory metal/alloy may comprise a zirconium alloy. The fuel material may comprise low enriched uranium (e.g., U235, U233), plutonium, or thorium combined with low enriched uranium as defined below and/or plutonium. As used herein, "low enriched uranium" means that the whole fuel material contains less than 20% by weight fissile material (e.g., uranium-235 or uranium-233). According to various embodiments, the uranium fuel material is enriched to between 1% and 20%, 5% and 20%, 10% and 20%, and/or 15% and 20% by weight of uranium-235. According to one or more embodiments, the fuel material comprises 19.7% enriched uranium-235.

According to various embodiments, the fuel material may comprise a 3-10%, 10-40%, 15-35%, and/or 20-30% volume fraction of the fuel kernel **100**. According to various embodiments, the refractory metal may comprise a 60-99%, 60-97%, 70-97%, 60-90%, 65-85%, and/or 70-80% volume fraction of the fuel kernel **100**. According to one or more embodiments, volume fractions within one or more of these ranges provide an alloy with beneficial properties as defined by the material phase diagram for the specified alloy composition. The fuel kernel **100** may comprise a Zr—U alloy that is a high-alloy fuel (i.e., relatively high concentration of the alloy constituent relative to the uranium constituent) comprised of either δ -phase UZr_2 , or a combination of δ -phase UZr_2 and α -phase Zr. According to one or more embodiments, the δ -phase of the U—Zr binary alloy system may range from a zirconium composition of approximately 65-81 volume percent (approximately 63 to 80 atom percent) of the fuel kernel **100**. One or more of these embodiments have been found to result in low volumetric, irradiation-induced swelling of the fuel element **20**. According to one or more such embodiments, fission gases are entrained within the metal kernel **100** itself, such that one or more embodiments of the fuel element **20** can omit a conventional gas gap from the fuel element **20**. According to one or more embodiments, such swelling may be significantly less than would occur if low alloy (α -phase only) compositions were used (e.g., at least 10%, 20%, 30%, 50%, 75%, 100%, 200%, 300%, 500%, 1000%, 1200%, 1500%, or greater reduction in volume percent swelling per atom percent burnup than if a low alloy α -phase U-10Zr fuel was used). According to one or more embodiments of the present invention, irradiation-induced swelling of the fuel element **20** or kernel **100** thereof may be less than 20, 15, 10, 5, 4, 3, and/or 2 volume percent per atom percent burnup. According to one or more embodiments, swelling is expected to be around one volume percent per atom percent burnup.

According to one or more alternative embodiments of the present invention, the fuel kernel is replaced with a plutonium-zirconium binary alloy with the same or similar volume percentages as with the above-discussed U—Zr fuel kernels **100**, or with different volume percentages than with the above-discussed U—Zr fuel kernels **100**. For example, the plutonium fraction in the kernel **100** may be substantially less than a corresponding uranium fraction in a corresponding uranium-based kernel **100** because plutonium typically has about 60-70% weight fraction of fissile isotopes, while LEU uranium has 20% or less weight fraction of fissile U-235 isotopes. According to various embodiments, the plutonium volume fraction in the kernel **100** may be less

than 15%, less than 10%, and/or less than 5%, with the volume fraction of the refractory metal being adjusted accordingly.

The use of a high-alloy kernel **100** according to one or more embodiments of the present invention may also result in the advantageous retention of fission gases during irradiation. Oxide fuels and low-alloy metal fuels typically exhibit significant fission gas release that is typically accommodated by the fuel design, usually with a plenum within the fuel rod to contain released fission gases. The fuel kernel **100** according to one or more embodiments of the present invention, in contrast, does not release fission gases. This is in part due to the low operating temperature of the fuel kernel **100** and the fact that fission gas atoms (specifically Xe and Kr) behave like solid fission products. Fission gas bubble formation and migration along grain boundaries to the exterior of the fuel kernel **100** does not occur according to one or more embodiments. At sufficiently high temperatures according to one or more embodiments, small (a few micron diameter) fission gas bubbles may form. However, these bubbles remain isolated within the fuel kernel **100** and do not form an interconnected network that would facilitate fission gas release, according to one or more embodiments of the present invention. The metallurgical bond between the fuel kernel **100** and cladding **120** may provide an additional barrier to fission gas release.

According to various embodiments, the fuel kernel **100** (or the cladding **120** or other suitable part of the fuel element **20**) of one or more of the fuel elements **20** can be alloyed with a burnable poison such as gadolinium, boron, erbium or other suitable neutron absorbing material to form an integral burnable poison fuel element. Different fuel elements **20** within a fuel assembly **10** may utilize different burnable poisons and/or different amounts of burnable poison. For example, some of fuel elements **20** of a fuel assembly **10** (e.g., less than 75%, less than 50%, less than 20%, 1-15%, 1-12%, 2-12%, etc.) may include kernels **100** with 25, 20, and/or 15 weight percent or less Gd (e.g., 1-25 weight percent, 1-15 weight percent, 5-15 weight percent, etc.). Other fuel elements **20** of the fuel assembly **10** (e.g., 10-95%, 10-50%, 20-50%, a greater number of the fuel elements **20** than the fuel elements **20** that utilize Gd) may include kernels **100** with 10 or 5 weight percent or less Er (e.g., 0.1-10.0 weight percent, 0.1 to 5.0 weight percent etc.).

According to various embodiments, the burnable poison displaces the fuel material (rather than the refractory metal) relative to fuel elements **20** that do not include burnable poison in their kernels **100**. For example, according to one embodiment of a fuel element **20** whose kernel **100** would otherwise include 65 volume percent zirconium and 35 volume percent uranium in the absence of a poison, the fuel element **20** includes a kernel **100** that is 16.5 volume percent Gd, 65 volume percent zirconium, and 18.5 volume percent uranium. According to one or more other embodiments, the burnable poison instead displaces the refractory metal, rather than the fuel material. According to one or more other embodiments, the burnable poison in the fuel kernel **100** displaces the refractory metal and the fuel material proportionally. Consequently, according to various of these embodiments, the burnable poison within the fuel kernel **100** may be disposed in the δ -phase of UZr_2 or α -phase of Zr such that the presence of the burnable poison does not change the phase of the UZr_2 alloy or Zr alloy in which the burnable poison is disposed.

Fuel elements **20** with a kernel **100** with a burnable poison may make up a portion (e.g., 0-100%, 1-99%, 1-50%, etc.)

of the fuel elements 20 of one or more fuel assemblies 10 used in a reactor core. For example, fuel elements 20 with burnable poison may be positioned in strategic locations within the fuel assembly lattice of the assembly 10 that also includes fuel elements 20 without burnable poison to provide power distribution control and to reduce soluble boron concentrations early in the operating cycle. Similarly, select fuel assemblies 10 that include fuel elements 20 with burnable poison may be positioned in strategic locations within the reactor core relative to assemblies 10 that do not include fuel elements 20 with burnable poison to provide power distribution control and to reduce soluble boron concentrations early in the operating cycle. The use of such integral burnable absorbers may facilitate the design of extended operating cycles.

Alternatively and/or additionally, separate non-fuel bearing burnable poison rods may be included in the fuel assembly 10 (e.g., adjacent to fuel elements 20, in place of one or more fuel elements 20, inserted into guide tubes in fuel assemblies 10 that do not receive control rods, etc.). In one or more embodiments, such non-fuel burnable poison rods can be designed into a spider assembly similar to that which is used in the Babcock and Wilcox or Westinghouse designed reactors (referred to as burnable poison rod assemblies (BPRA)). These then may be inserted into the control rod guide tubes and locked into select fuel assemblies 10 where there are no control banks for the initial cycle of operation for reactivity control. When the burnable poison cluster is used it may be removed when the fuel assembly is relocated for the next fuel cycle. According to an alternative embodiment in which the separate non-fuel bearing burnable poison rods are positioned in place of one or more fuel elements 20, the non-fuel burnable poison rods remain in the fuel assembly 10 and are discharged along with other fuel elements 20 when the fuel assembly 10 reaches its usable life.

The fuel elements 20 are manufactured via powder-metallurgy co-extrusion. Typically, the powdered refractory metal and powdered metal fuel material (as well as the powdered burnable poison, if included in the kernel 100) for the fuel kernel 100 are mixed, the displacer 110 blank is positioned within the powder mixture, and then the combination of powder and displacer 110 is pressed and sintered into fuel core stock/billet (e.g., in a mold that is heated to varying extents over various time periods so as to sinter the mixture). The displacer 110 blank may have the same or similar cross-sectional shape as the ultimately formed displacer 110. Alternatively, the displacer 110 blank may have a shape that is designed to deform into the intended cross-sectional shape of the displacer 110 upon extrusion. The fuel core stock (including the displacer 110 and the sintered fuel kernel 100 material) is inserted into a hollow cladding 120 tube that has a sealed tube base and an opening on the other end. The opening on the other end is then sealed by an end plug made of the same material as the cladding to form a billet. The billet may be cylindrically shaped, or may have a shape that more closely resembles the ultimate cross-sectional shape of the element 20, for example, as shown in FIGS. 5 and 9. The billet is then co-extruded under temperature and pressure through a die set to create the element 20, including the finally shaped kernel 100, cladding 110, and displacer 120. According to various embodiments that utilize a non-cylindrical displacer 110, the billet may be properly oriented relative to the extrusion press die so that corners of the displacer 110 align with the lobes 20b of the fuel element 20. The extrusion process may be done by either direct extrusion (i.e., moving the billet through a

stationary die) or indirect extrusion (i.e., moving the die toward a stationary billet). The process results in the cladding 120 being metallurgically bonded to the fuel kernel 100, which reduces the risk of delamination of the cladding 120 from the fuel kernel 100. The tube and end plug of the cladding 120 metallurgically bond to each other to seal the fuel kernel 100 within the cladding 120. The high melting points of refractory metals used in the fuel elements 10 tend to make powder metallurgy the method of choice for fabricating components from these metals.

According to one or more alternative embodiments, the fuel core stock of the fuel elements 20 may be manufactured via casting instead of sintering. Powdered or monolithic refractory metal and powdered or monolithic fuel material (as well as the powdered burnable poison, if included in the kernel 100) may be mixed, melted, and cast into a mold. The mold may create a displacer-blank-shaped void in the cast kernel 100 such that the displacer 110 blank may be inserted after the kernel 100 is cast, in the same manner that the cladding 120 is added to form the billet to be extruded. The remaining steps for manufacturing the fuel elements 20 may remain the same as or similar to the above-discuss embodiment that utilizes sintering instead of casting. Subsequent extrusion results in metallurgical bonding between the displacer 110 and kernel 100, as well as between the kernel 100 and cladding 120.

According to one or more alternative embodiments, the fuel elements 20 are manufactured using powdered ceramic fuel material instead of powdered metal fuel material. The remaining manufacturing steps may be the same as discussed above with respect to the embodiments using powdered metal fuel material. In various metal fuel embodiments and ceramic fuel embodiments, the manufacturing process may result in a fuel kernel 100 comprising fuel material disposed in a matrix of metal non-fuel material. In one or more of the metal fuel embodiments, the resulting fuel kernel 100 comprises a metal fuel alloy kernel comprising an alloy of the metal fuel material and the matrix of metal non-fuel material (e.g., a uranium-zirconium alloy). In one or more of the ceramic fuel embodiments, the kernel 100 comprises ceramic fuel material disposed in (e.g., interspersed throughout) the matrix of metal non-fuel material. According to various embodiments, the ceramic fuel material used in the manufacturing process may comprise powdered uranium or plutonium oxide, powdered uranium or plutonium nitride, powdered uranium or plutonium carbide, powdered uranium or plutonium hydride, or a combination thereof. In contrast with conventional UO_2 fuel elements in which UO_2 pellets are disposed in a tube, the manufacturing process according to one or more embodiments of the present invention results in ceramic fuel being disposed in a solid matrix of non-fuel material (e.g., a zirconium matrix).

As shown in FIG. 4, the axial coiling pitch of the spiral ribs 130 is selected according to the condition of placing the axes of adjacent fuel elements 10 with a spacing equal to the width across corners in the cross section of a fuel element and may be 5% to 20% of the fuel element 20 length. According to one embodiment, the pitch (i.e., the axial length over which a lobe/rib makes a complete rotation) is about 21.5 cm, while the full active length of the element 20 is about 420 cm. As shown in FIG. 3, stability of the vertical arrangement of the fuel elements 10 is provided: at the bottom—by the lower tie plate 70; at the top—by the upper tie plate 80; and relative to the height of the core—by the shroud 30. As shown in FIG. 1, the fuel elements 10 have a circumferential orientation such that the lobed profiles of any two adjacent fuel elements 10 have a common plane of

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symmetry which passes through the axes of the two adjacent fuel elements **10** in at least one cross section of the fuel element bundle.

As shown in FIG. 1, the helical twist of the fuel elements **20** in combination with their orientation ensures that there exists one or more self-spacing planes. As shown in FIG. 1, in such self spacing planes, the ribs of adjacent elements **20** contact each other to ensure proper spacing between such elements **20**. Thus, the center-to-center spacing of elements **20** will be about the same as the corner-to-corner width of each element **20** (12.6 mm in the element illustrated in FIG. 5). Depending on the number of lobes **20b** in each fuel element **20** and the relative geometrical arrangement of the fuel elements **20**, all adjacent fuel elements **20** or only a portion of the adjacent fuel elements **20** will contact each other. For example, in the illustrated four-lobed embodiment, each fuel element **20** contacts all four adjacent fuel elements **20** at each self-spacing plane. However, in a three-lobed fuel element embodiment in which the fuel elements are arranged in a hexagonal pattern, each fuel element will only contact three of the six adjacent fuel elements in a given self-spacing plane. The three-lobed fuel element will contact the other three adjacent fuel elements in the next axially-spaced self-spacing plane (i.e., $\frac{1}{2}$ of a turn offset from the previous self-spacing plane).

In an n-lobed element **20** in which n fuel elements are adjacent to a particular fuel element **20**, a self-spacing plane will exist every $1/n$ helical turn (e.g., every $\frac{1}{4}$ helical turn for a four-lobed element **20** arranged in a square pattern such that four other fuel elements **20** are adjacent to the fuel element **20**; every $\frac{1}{3}$ helical turn for a three-lobed element in which three fuel elements are adjacent to the fuel element (i.e., every 120 degrees around the perimeter of the fuel element)). The pitch of the helix may be modified to create greater or fewer self-spacing planes over the axial length of the fuel elements **20**. According to one embodiment, each four-lobed fuel element **20** includes multiple twists such that there are multiple self-spacing planes over the axial length of the bundle of fuel elements **20**.

In the illustrated embodiment, all of the elements **20** twist in the same direction. However, according to an alternative embodiment, adjacent elements **20** may twist in opposite directions without deviating from the scope of the present invention.

The formula for the number of self-spacing planes along the fuel rod length is as follows:

$$N=n*L/h, \text{ where:}$$

L—Fuel rod length

n—Number of lobes (ribs) and the number of fuel elements adjacent to a fuel element

h—Helical twist pitch

The formula is slightly different if the number of lobes and the number of fuel elements adjacent to a fuel element are not the same.

As a result of such self-spacing, the fuel assembly **10** may omit spacer grids that may otherwise have been necessary to assure proper element spacing along the length of the assembly **10**. By eliminating spacer grids, coolant may more freely flow through the assembly **10**, which advantageously increases the heat transfer from the elements **20** to the coolant. However, according to alternative embodiments of the present invention, the assembly **10** may include spacer grid(s) without deviating from the scope of the present invention.

As shown in FIG. 3, the shroud **30** forms a tubular shell that extends axially along the entire length of the fuel

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elements **20** and surrounds the elements **20**. However, according to an alternative embodiment of the present invention, the shroud **30** may comprise axially-spaced bands, each of which surrounds the fuel elements **20**. One or more such bands may be axially aligned with the self-spacing planes. Axially extending corner supports may extend between such axially spaced bands to support the bands, maintain the bands' alignment, and strengthen the assembly. Alternatively and/or additionally, holes may be cut into the otherwise tubular/polygonal shroud **30** in places where the shroud **30** is not needed or desired for support. Use of a full shroud **30** may facilitate greater control of the separate coolant flows through each individual fuel assembly **10**. Conversely, the use of bands or a shroud with holes may facilitate better coolant mixing between adjacent fuel assemblies **10**, which may advantageously reduce coolant temperature gradients between adjacent fuel assemblies **10**.

As shown in FIG. 1, the cross-sectional perimeter of the shroud **30** has a shape that accommodates the reactor in which the assembly **10** is used. In reactors such as the AP-1000 that utilize square fuel assemblies, the shroud has a square cross-section. However, the shroud **30** may alternatively take any suitable shape depending on the reactor in which it is used (e.g., a hexagonal shape for use in a VVER reactor (e.g., as shown in FIG. 1 of U.S. Patent Application Publication No. 2009/0252278 A1).

The guide tubes **40** provide for the insertion of control absorber elements based on boron carbide (B_4C), silver indium cadmium (Ag, In, Cd), dysprosium titanate (Dy_2O_3, TiO_2) or other suitable alloys or materials used for reactivity control (not shown) and burnable absorber elements based on boron carbide, gadolinium oxide (Gd_2O_3) or other suitable materials (not shown) and are placed in the upper nozzle **50** with the capability of elastic axial displacement. The guide tubes **40** may comprise a zirconium alloy. For example, the guide tube **40** arrangement shown in FIG. 1 is in an arrangement used in the AP-1000 reactor (e.g., 24 guide tubes arranged in two annular rows at the positions shown in the 17×17 grid).

The shape, size, and features of the frame **25** depend on the specific reactor core for which the assembly **10** is to be used. Thus, one of ordinary skill in the art would understand how to make appropriately shaped and sized frame for the fuel assembly **10**. For example, the frame **25** may be shaped and configured to fit into a reactor core of a conventional nuclear power plant in place of a conventional uranium oxide or mixed oxide fuel assembly for that plant's reactor core. The nuclear power plant may comprise a reactor core design that was in actual use before 2010 (e.g., 2, 3 or 4-loop PWRs; BWR-4). Alternatively, the nuclear power plant may be of an entirely new design that is specifically tailored for use with the fuel assembly **10**.

As explained above, the illustrated fuel assembly **10** is designed for use in an AP-1000 or EPR reactor. The assembly includes a 17×17 array of fuel elements **20**, 24 of which are replaced with guide tubes **40** as explained above for a total of 265 fuel elements **20** in EPR or 264 fuel elements **20** in AP-1000 (in the AP-1000, in addition to the 24 fuel elements being replaced with the guide tubes, a central fuel element is also replaced with an instrumented tube).

The elements **20** preferably provide 100% of the overall fissile material of the fuel assembly **10**. Alternatively, some of the fissile material of the assembly **10** may be provided via fuel elements other than the elements **20** (e.g., non-lobed fuel elements, uranium oxide elements, elements having fuel ratios and/or enrichments that differ from the elements **20**). According to various such alternative embodiments, the fuel

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elements **20** provide at least 50%, 60%, 70%, 75%, 80%, 85%, 90%, and/or 95% by volume of the overall fissile material of the fuel assembly **10**.

Use of the metal fuel elements **20** according to one or more embodiments of the present invention facilitate various advantages over the uranium oxide or mixed oxide fuel conventionally used in light water nuclear reactors (LWR) (including boiling water reactors and pressurized water reactors) such as the Westinghouse-designed AP-1000, AREVA-designed EPR reactors, or GE-designed ABWR. For example, according to one or more embodiments, the power rating for an LWR operating on standard uranium oxide or mixed oxide fuel could be increased by up to about 30% by substituting the all-metal fuel elements **20** and/or fuel assembly **10** for standard uranium oxide fuel and fuel assemblies currently used in existing types of LWRs or new types of LWRs that have been proposed.

One of the key constraints for increasing power rating of LWRs operating on standard uranium oxide fuel has been the small surface area of cylindrical fuel elements that such fuel utilizes. A cylindrical fuel element has the lowest surface area to volume ratio for any type of fuel element cross-section profile. Another major constraint for standard uranium oxide fuel has been a relatively low burnup that such fuel elements could possibly reach while still meeting acceptable fuel performance criteria. As a result, these factors associated with standard uranium oxide or mixed oxide fuel significantly limit the degree to which existing reactor power rating could be increased.

One or more embodiments of the all-metal fuel elements **20** overcome the above limitations. For example, as explained above, the lack of spacer grids may reduce hydraulic resistance, and therefore increase coolant flow and heat flux from the elements **20** to the primary coolant. The helical twist of the fuel elements **20** may increase coolant intermixing and turbulence, which may also increase heat flux from the elements **20** to the coolant.

Preliminary neutronic and thermal-hydraulic analyses have shown the following according to one or more embodiments of the present invention:

The thermal power rating of an LWR reactor could be increased by up to 30.7% or more (e.g., the thermal power rating of an EPR reactor could be increased from 4.59 GWth to 6.0 GWth).

With a uranium volume fraction of 25% in the uranium-zirconium mixture and uranium-235 enrichment of 19.7%, an EPR reactor core with a four-lobe metallic fuel element **20** configuration could operate for about 500-520 effective full power days (EFPDs) at the increased thermal power rating of 6.0 GWth if 72 fuel assemblies were replaced per batch (once every 18 months) or 540-560 EFPDs if 80 fuel assemblies were replaced per batch (once every 18 months).

Due to the increased surface area in the multi-lobe fuel element, even at the increased power rating of 6.0 GWth, the average surface heat flux of the multi-lobe fuel element is shown to be 4-5% lower than that for cylindrical uranium oxide fuel elements operating at the thermal power rating of 4.59 GWth. This could provide an increased safety margin with respect to critical heat flux (e.g., increased departure from nucleate boiling margin in PWRs or maximum fraction limiting critical power ratio in BWRs). Further, this could allow a possibility of using 12 fuel elements per assembly with burnable poisons. Burnable poisons

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could be used to remove excess reactivity at the beginning of cycle or to increase the Doppler Effect during the heat-up of the core.

Thus, the fuel assemblies **10** may provide greater thermal power output at a lower fuel operating temperature than conventional uranium oxide or mixed oxide fuel assemblies.

To utilize the increased power output of the assembly **10**, conventional power plants could be upgraded (e.g., larger and/or additional coolant pumps, steam generators, heat exchangers, pressurizers, turbines). Indeed, according to one or more embodiments, the upgrade could provide 30-40% more electricity from an existing reactor. Such a possibility may avoid the need to build a complete second reactor. The modification cost may quickly pay for itself via increased electrical output. Alternatively, new power plants could be constructed to include adequate features to handle and utilize the higher thermal output of the assemblies **10**.

Further, one or more embodiments of the present invention could allow an LWR to operate at the same power rating as with standard uranium oxide or mixed oxide fuel using existing reactor systems without any major reactor modifications. For example, according to one embodiment:

An EPR would have the same power output as if conventional uranium-oxide fuel were used: 4.59 GWt;

With a uranium volume fraction of 25% in the uranium-zirconium mixture and uranium-235 enrichment of approximately 15%, an EPR reactor core with a four-lobe metallic fuel element **20** configuration could operate for about 500-520 effective full power days (EFPDs) if 72 fuel assemblies were replaced per batch or 540-560 EFPDs if 80 fuel assemblies were replaced per batch.

The average surface heat flux for the elements **20** is reduced by approximately 30% compared to that for cylindrical rods with conventional uranium oxide fuel (e.g., 39.94 v. 57.34 W/cm²). Because the temperature rise of the coolant through the assembly **10** (e.g., the difference between the inlet and outlet temperature) and the coolant flow rate through the assembly **10** remain approximately the same relative to conventional fuel assemblies, the reduced average surface heat flux results in a corresponding reduction in the fuel rod surface temperature that contributes to increased safety margins with respect to critical heat flux (e.g., increased departure from nucleate boiling margin in PWRs or maximum fraction limiting critical power ratio in BWRs).

Additionally and/or alternatively, fuel assemblies **10** according to one or more embodiments of the present invention can be phased/laddered into a reactor core in place of conventional fuel assemblies. During the transition period, fuel assemblies **10** having comparable fissile/neutronic/thermal outputs as conventional fuel assemblies can gradually replace such conventional fuel assemblies over sequential fuel changes without changing the operating parameters of the power plant. Thus, fuel assemblies **10** can be retrofitted into an existing core that may be important during a transition period (i.e., start with a partial core with fuel assemblies **10** and gradually transition to a full core of fuel assemblies **10**).

Moreover, the fissile loading of assemblies **10** can be tailored to the particular transition desired by a plant operator. For example, the fissile loading can be increased appropriately so as to increase the thermal output of the reactor by anywhere from 0% to 30% or more higher, relative to the use of conventional fuel assemblies that the assemblies **10**

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replace. Consequently, the power plant operator can chose the specific power uprate desired, based on the existing plant infrastructure or the capabilities of the power plant at various times during upgrades.

One or more embodiments of the fuel assemblies **10** and fuel elements **20** may be used in fast reactors (as opposed to light water reactors) without deviating from the scope of the present invention. In fast reactors, the non-fuel metal of the fuel kernel **100** is preferably a refractory metal, for example a molybdenum alloy (e.g., pure molybdenum or a combination of molybdenum and other metals), and the cladding **120** is preferably stainless steel (which includes any alloy variation thereof) or other material suitable for use with coolant in such reactors (e.g., sodium). Such fuel elements **20** may be manufactured via the above-discussed co-extrusion process or may be manufactured by any other suitable method (e.g., vacuum melt).

As shown in FIGS. **7A**, **7B**, and **8**, fuel assemblies **510** accordingly to one or more embodiments of the present invention may be used in a pressurized heavy water reactor **500** (see FIG. **8**) such as a CANDU reactor.

As shown in FIGS. **7A** and **7B**, the fuel assembly **510** comprises a plurality of fuel elements **20** mounted to a frame **520**. The frame **520** comprises two end plates **520a**, **520b** that mount to opposite axial ends of the fuel elements **20** (e.g., via welding, interference fits, any of the various types of attachment methods described above for attaching the elements **20** to the lower tie plate **70**). The elements **20** used in the fuel assembly **510** are typically much shorter than the elements **20** used in the assembly **10**. According to various embodiments and reactors **500**, the elements **20** and assemblies **510** used in the reactor **500** may be about 18 inches long.

The elements **20** may be positioned relative to each other in the assembly **510** so that self-spacing planes maintain spacing between the elements **20** in the manner described above with respect to the assembly **10**. Alternatively, the elements **20** of the assembly **510** may be so spaced from each other that adjacent elements **20** never touch each other, and instead rely entirely on the frame **520** to maintain element **20** spacing. Additionally, spacers may be attached to the elements **20** or their ribs at various positions along the axial length of the elements **20** to contact adjacent elements **20** and help maintain element spacing **20** (e.g., in a manner similar to how spacers are used on conventional fuel rods of conventional fuel assemblies for pressurized heavy water reactors to help maintain rod spacing).

As shown in FIG. **8**, the assemblies **510** are fed into calandria tubes **500a** of the reactor **500** (sometimes referred to in the art as a calandria **500**). The reactor **500** uses heavy water **500b** as a moderator and primary coolant. The primary coolant **500b** circulates horizontally through the tubes **500a** and then to a heat exchanger where heat is transferred to a secondary coolant loop that is typically used to generate electricity via turbines. Fuel assembly loading mechanisms (not shown) are used to load fuel assemblies **510** into one side of the calandria tubes **500a** and push spent assemblies **510** out of the opposite side of the tubes **500a**, typically while the reactor **500** is operating.

The fuel assemblies **510** may be designed to be a direct substitute for conventional fuel assemblies (also known as fuel bundles in the art) for existing, conventional pressurized heavy water reactors (e.g., CANDU reactors). In such an embodiment, the assemblies **510** are fed into the reactor **500** in place of the conventional assemblies/bundles. Such fuel assemblies **510** may be designed to have neutronic/thermal properties similar to the conventional assemblies being

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replaced. Alternatively, the fuel assemblies **510** may be designed to provide a thermal power uprate. In such uprate embodiments, new or upgraded reactors **500** can be designed to accommodate the higher thermal output.

According to various embodiments of the present invention, the fuel assembly **10** is designed to replace a conventional fuel assembly of a conventional nuclear reactor. For example, the fuel assembly **10** illustrated in FIG. **1** is specifically designed to replace a conventional fuel assembly that utilizes a 17×17 array of UO₂ fuel rods. If the guide tubes **40** of the assembly **10** are left in the exact same position as they would be for use with a conventional fuel assembly, and if all of the fuel elements **20** are the same size, then the pitch between fuel elements/rods remains unchanged between the conventional UO₂ fuel assembly and one or more embodiments of the fuel assembly **10** (e.g., 12.6 mm pitch). In other words, the longitudinal axes of the fuel elements **20** may be disposed in the same locations as the longitudinal axes of conventional UO₂ fuel rods would be in a comparable conventional fuel assembly. According to various embodiments, the fuel elements **20** may have a larger circumscribed diameter than the comparable UO₂ fuel rods (e.g., 12.6 mm as compared to an outer diameter of 9.5 mm for a typical UO₂ fuel rod). As a result, in the self-aligning plane illustrated in FIG. **1**, the cross-sectional length and width of the space occupied by the fuel elements **20** may be slightly larger than that occupied by conventional UO₂ fuel rods in a conventional fuel assembly (e.g., 214.2 mm for the fuel assembly **10** (i.e., 17 fuel elements 20×12.6 mm circumscribed diameter per fuel element), as opposed to 211.1 mm for a conventional UO₂ fuel assembly that includes a 17×17 array of 9.5 mm UO₂ fuel rods separated from each other by a 12.6 mm pitch). In conventional UO₂ fuel assemblies, a spacer grid surrounds the fuel rods, and increases the overall cross-sectional envelope of the conventional fuel assembly to 214 mm×214 mm. In the fuel assembly **10**, the shroud **30** similarly increases the cross-sectional envelope of the fuel assembly **10**. The shroud **30** may be any suitable thickness (e.g., 0.5 mm or 1.0 mm thick). In an embodiment that utilizes a 1.0 mm thick shroud **30**, the overall cross-sectional envelope of an embodiment of the fuel assembly **10** may be 216.2 mm×216.2 mm (e.g., the 214 mm occupied by the 17 12.6 mm diameter fuel elements **20** plus twice the 1.0 mm thickness of the shroud **30**). As a result, according to one or more embodiments of the present invention, the fuel assembly **10** may be slightly larger (e.g., 216.2 mm×216.2 mm) than a typical UO₂ fuel assembly (214 mm×214 mm). The larger size may impair the ability of the assembly **10** to properly fit into the fuel assembly positions of one or more conventional reactors, which were designed for use with conventional UO₂ fuel assemblies. To accommodate this size change, according to one or more embodiments of the present invention, a new reactor may be designed and built to accommodate the larger size of the fuel assemblies **10**.

According to an alternative embodiment of the present invention, the circumscribed diameter of all of the fuel elements **20** may be reduced slightly so as to reduce the overall cross-sectional size of the fuel assembly **10**. For example, the circumscribed diameter of each fuel element **20** may be reduced by 0.13 mm to 12.47 mm, so that the overall cross-sectional space occupied by the fuel assembly **10** remains comparable to a conventional 214 mm by 214 mm fuel assembly (e.g., 17 12.47 mm diameter fuel elements **20** plus two 1.0 mm thickness of the shroud, which totals about 214 mm). Such a reduction in the size of the 17 by 17 array will slightly change the positions of the guide tubes **40** in the

fuel assembly **10** relative to the guide tube positions in a conventional fuel assembly. To accommodate this slight position change in the tube **40** positions, the positions of the corresponding control rod array and control rod drive mechanisms in the reactor may be similarly shifted to accommodate the repositioned guide tubes **40**. Alternatively, if sufficient clearances and tolerances are provided for the control rods in a conventional reactor, conventionally positioned control rods may adequately fit into the slightly shifted tubes **40** of the fuel assembly **10**.

Alternatively, the diameter of the peripheral fuel elements **20** may be reduced slightly so that the overall assembly **10** fits into a conventional reactor designed for conventional fuel assemblies. For example, the circumscribed diameter of the outer row of fuel elements **20** may be reduced by 1.1 mm such that the total size of the fuel assembly is 214 mm×214 mm (e.g., 15 12.6 mm fuel elements **20** plus 2 11.5 mm fuel elements **20** plus 2 1.0 mm thicknesses of the shroud **30**). Alternatively, the circumscribed diameter of the outer two rows of fuel elements **20** may be reduced by 0.55 mm each such that the total size of the fuel assembly remains 214 mm×214 mm (e.g., 13 12.6 mm fuel elements **20** plus 4 12.05 mm fuel assemblies plus 2 1.0 mm thicknesses of the shroud **30**). In each embodiment, the pitch and position of the central 13×13 array of fuel elements **20** and guide tubes **40** remains unaltered such that the guide tubes **40** align with the control rod array and control rod drive mechanisms in a conventional reactor.

FIG. **10** illustrates a fuel assembly **610** according to an alternative embodiment of the present invention. According to various embodiments, the fuel assembly **610** is designed to replace a conventional UO₂ fuel assembly in a conventional reactor while maintaining the control rod positioning of reactors designed for use with various conventional UO₂ fuel assemblies. The fuel assembly **610** is generally similar to the fuel assembly **10**, which is described above and illustrated in FIG. **1**, but includes several differences that help the assembly **610** to better fit into one or more existing reactor types (e.g., reactors using Westinghouse's fuel assembly design that utilizes a 17 by 17 array of UO₂ rods) without modifying the control rod positions or control rod drive mechanisms.

As shown in FIG. **10**, the fuel assembly includes a 17 by 17 array of spaces. The central 15 by 15 array is occupied by 200 fuel elements **20** and **25** guide tubes **40**, as described above with respect to the similar fuel assembly **10** illustrated in FIG. **1**. Depending on the specific reactor design, the central guide tube **40** may be replaced by an additional fuel element **20** if the reactor design does not utilize a central tube **40** (i.e., 201 fuel elements **20** and **24** guide tubes **40**). The guide tube **40** positions correspond to the guide tube positions used in reactors designed to use conventional UO₂ fuel assemblies.

The peripheral positions (i.e., the positions disposed laterally outward from the fuel elements **20**) of the 17 by 17 array/pattern of the fuel assembly **610** are occupied by 64 UO₂ fuel elements/rods **650**. As is known in the art, the fuel rods **650** may comprise standard UO₂ pelletized fuel disposed in a hollow rod. The UO₂ pelletized fuel may be enriched with U-235 by less than 20%, less than 15%, less than 10%, and/or less than 5%. The rods **650** may have a slightly smaller diameter (e.g., 9.50 mm) than the circumscribed diameter of the fuel elements **20**, which slightly reduces the overall cross-sectional dimensions of the fuel assembly **610** so that the assembly **610** better fits into the space allocated for a conventional UO₂ fuel assembly.

In the illustrated embodiment, the fuel rods/elements **650** comprise UO₂ pelletized fuel. However, the fuel rods/elements **650** may alternatively utilize any other suitable combination of one or more fissile and/or fertile materials (e.g., thorium, plutonium, uranium-235, uranium-233, any combinations thereof). Such fuel rods/elements **650** may comprise metal and/or oxide fuel.

According to one or more alternative embodiments, the fuel rods **650** may occupy less than all of the 64 peripheral positions. For example, the fuel rods **650** may occupy the top row and left column of the periphery, while the bottom row and right column of the periphery may be occupied by fuel elements **20**. Alternatively, the fuel rods **650** may occupy any other two sides of the periphery of the fuel assembly. The shroud **630** may be modified so as to enclose the additional fuel elements **20** in the periphery of the fuel assembly. Such modified fuel assemblies may be positioned adjacent each other such that a row/column of peripheral fuel elements **650** in one assembly is always adjacent to a row/column of fuel elements **20** in the adjacent fuel assembly. As a result, additional space for the fuel assemblies is provided by the fact that the interface between adjacent assemblies is shifted slightly toward the assembly that includes fuel elements **650** in the peripheral, interface side. Such a modification may provide for the use of a greater number of higher heat output fuel elements **20** than is provided by the fuel assemblies **610**.

A shroud **630** surrounds the array of fuel elements **20** and separates the elements **20** from the elements **650**. The nozzles **50**, **60**, shroud **630**, coolant passages formed therebetween, relative pressure drops through the elements **20** and elements **650**, and/or the increased pressure drop through the spacer grid **660** (discussed below) surrounding the elements **650** may result in a higher coolant flow rate within the shroud **630** and past the higher heat output fuel elements **20** than the flow rate outside of the shroud **630** and past the relatively lower heat output fuel rods **650**. The passageways and/or orifices therein may be designed to optimize the relative coolant flow rates past the elements **20**, **650** based on their respective heat outputs and designed operating temperatures.

According to various embodiments, the moderator: fuel ratio for the fuel elements **20** of the fuel assembly **610** is less than or equal to 2.7, 2.6, 2.5, 2.4, 2.3, 2.2, 2.1, 2.0, 1.9, and/or 1.8. In the illustrated embodiment, the moderator: fuel ratio equals a ratio of (1) the total area within the shroud **630** available for coolant/moderator (e.g., approximated by the total cross-sectional area within the shroud **630** minus the total cross-sectional area taken up by the fuel elements **20** (assuming the guide tubes **40** are filled with coolant)) to (2) the total cross-sectional area of the kernels **100** of the fuel elements **20** within the shroud **630**.

According to an alternative embodiment of the invention, the shroud **630** may be replaced with one or more annular bands or may be provided with holes in the shroud **630**, as explained above. The use of bands or holes in the shroud **630** may facilitate cross-mixing of coolant between the fuel elements **20** and the fuel elements **650**.

As shown in FIG. **10**, the fuel elements **650** are disposed within an annular spacer grid **660** that is generally comparable to the outer part of a spacer grid used in a conventional UO₂ fuel assembly. The spacer grid **660** may rigidly connect to the shroud **630** (e.g., via welds, bolts, screws, or other fasteners). The spacer grid **660** is preferably sized so as to provide the same pitch between the fuel elements **650** and the fuel elements **20** as is provided between the central fuel elements **20** (e.g., 12.6 mm pitch between axes of all fuel

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elements 20, 650). To provide such spacing, the fuel elements 650 may be disposed closer to the outer side of the spacer grid 660 than to the shroud 630 and inner side of the spacer grid 660. The fuel assembly 610 and spacer grid 660 are also preferably sized and positioned such that the same pitch is provided between fuel elements 650 of adjacent fuel assemblies (e.g., 12.6 mm pitch). However, the spacing between any of the fuel elements 20, 650 may vary relative to the spacing between other fuel elements 20, 650 without deviating from the scope of the present invention.

According to various embodiments, the fuel elements 20 provide at least 60%, 65%, 70%, 75%, and/or 80% of a total volume of all fissile-material-containing fuel elements 20, 650 of the fuel assembly 610. For example, according to one or more embodiments in which the fuel assembly 610 includes 201 fuel elements 20, each having a cross-sectional area of about 70 mm², and 64 fuel elements 650, each having a 9.5 mm diameter, the fuel elements 20 provide about 75.6% of a total volume of all fuel elements 20, 650 (201 fuel elements 20×70 mm² equals 14070 mm²; 64 fuel elements 650× $\pi \times (9.5/2)^2 = 4534$ mm²; fuel element 20, 650 areas are essentially proportional to fuel element volumes; (14070 mm²/(14070 mm²+4534 mm²)=75.6%)).

The height of the fuel assembly 610 matches a height of a comparable conventional fuel assembly that the assembly 610 can replace (e.g., the height of a standard fuel assembly for a Westinghouse or AREVA reactor design).

The illustrated fuel assembly 610 may be used in a 17×17 PWR such as the Westinghouse 4-loop design, AP1000, or AREVA EPR. However, the design of the fuel assembly 610 may also be modified to accommodate a variety of other reactor designs (e.g., reactor designs that utilize a hexagonal fuel assembly, in which case the outer periphery of the hexagon is occupied by UO₂ rods, while the inner positions are occupied by fuel elements 20, or boiling water reactors, or small modular reactors). While particular dimensions are described with regard to particular embodiments, a variety of alternatively dimensioned fuel elements 20, 650 and fuel assemblies 10 may be used in connection with a variety of reactors or reactor types without deviating from the scope of the present invention.

Depending on the specific reactor design, additional rod positions of a fuel assembly may be replaced with UO₂ rods. For example, while the fuel assembly 610 includes UO₂ rods only in the outer peripheral row, the assembly 610 could alternatively include UO₂ rods in the outer two rows without deviating from the scope of the present invention.

According to various embodiments, the portion of the fuel assembly 610 that supports the fuel elements 650 is inseparable from the portion of the fuel assembly 610 that supports the fuel elements 20. According to various embodiments, the fuel elements 20 are not separable as a unit from the fuel elements 650 of the fuel assembly 610 (even though individual fuel elements 20, 650 may be removed from the assembly 610, for example, based on individual fuel element failure). Similarly, there is not a locking mechanism that selectively locks the fuel element 650 portion of the fuel assembly to the fuel element 20 portion of the fuel assembly 610. According to various embodiments, the fuel elements 20 and fuel elements 650 of the fuel assembly 610 have the same designed life cycle, such that the entire fuel assembly 610 is used within the reactor, and then removed as a single spent unit.

According to various embodiments, the increased heat output of the fuel elements 20 within the fuel assembly 610 can provide a power uprate relative to the conventional all UO₂ fuel rod assembly that the assembly 610 replaces.

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According to various embodiments, the power uprate is at least 5%, 10%, and/or 15%. The uprate may be between 1 and 30%, 5 and 25%, and/or 10 and 20% according to various embodiments. According to various embodiments, the fuel assembly 610 provides at least an 18-month fuel cycle, but may also facilitate moving to a 24+ or 36+ month fuel cycle. According to an embodiment of the fuel assembly 610, which uses fuel elements 20 having the example parameters discussed above with respect to the element 20 shown in FIG. 10, the assembly 17 provides a 17% uprate relative to a conventional UO₂ fuel assembly under the operating parameters identified in the below tables.

Operating Parameter for AREVA EPR Reactor	Value	Unit
Reactor power	5.37	GWt
Fuel cycle length	18	months
Reload batch size	1/3	core
Enrichment of Fuel Element 20	≤19.7	w/o
Enrichment of UO ₂ of the Rods 650	≤5	w/o
Coolant flow rate	117%	rv

* rv = reference value

Fuel Assembly Parameter	Value	Unit
Fuel assembly design	17 × 17	
Fuel assembly pitch	215	mm
Fuel assembly envelope	214	mm
Active fuel height	4200	mm
Number of fuel rods	265	
Fuel element 20 pitch (i.e., axis to axis spacing)	12.6	mm
Average outer fuel element 20 diameter (circumscribed diameter)	12.6	mm
Average minimum fuel element 20 diameter	10.44	mm
Moderator to fuel ratio, seed region (around elements 20)	2.36	
Moderator to fuel ratio, blanket (around the fuel rods 650)	1.9	

FIGS. 11-13 illustrate a fuel assembly 710 according to an alternative embodiment of the present invention. According to various embodiments, the fuel assembly 710 is designed to replace a conventional UO₂ fuel assembly in a conventional reactor while maintaining the conventional UO₂-fuel based control rod positioning of the reactor. The fuel assembly 710 is generally similar to or identical to the fuel assembly 610, except that the UO₂ rods 650 in the peripheral row of the fuel assembly 610 are replaced with metal fuel elements 730, 740. As explained below, the fuel elements 730, 740 are modified to help the assembly 710 to better fit into one or more existing reactor types (e.g., reactors using Westinghouse's fuel assembly design that utilizes a 17 by 17 array of UO₂ rods) without modifying the control rod positions, control rod drive mechanisms, or outer dimensions of the fuel assembly. The fuel elements 730, 740 define a subset of the overall fuel elements 20, 730, 740 of the fuel assembly 710, wherein the subset is disposed along an outer peripheral row/perimeter/ring of grid positions of the 17 by 17 grid pattern of the fuel assembly 710.

FIG. 11 is a partial cross-sectional view of the fuel assembly 710 shown in a self-spacing plane. The fuel elements 20, 730, 740 are arranged such that their centerline axes are disposed in a square 17 by 17 grid pattern. In the illustrated embodiment, the centerline-to-centerline spacing between any two adjacent fuel elements 20, 730, 740 in the fuel assembly 710 is preferably the same (e.g., 12.6 mm) and matches the circumscribed diameter of the fuel elements 20,

730, 740. To fit into the space envelope available in conventional reactors (e.g., the AP-1000) with conventional guide tube **40** locations, the outer sides of the fuel elements **730, 740** are laterally reduced in size so as to fit within the shroud **750**. In FIG. **11**, the area of lateral reduction is illustrated by dotted lines.

As shown in FIGS. **13A** and **13B**, the fuel elements **20, 730** are similar, and preferably have the same circumscribed diameter (e.g., 12.6 mm), which facilitates self-spacing between the fuel elements **20, 730**. The fuel element **730** may be similar to or identical to the fuel element **20**, except that: (1) the fuel kernel **760** of the fuel element **730** is smaller than the fuel kernel **100** of the fuel element **20**, (2) the cladding **770** of fuel element **730** is on average thicker than the cladding **120** of the fuel element **20**, and (3) one circumferential side **770a** of the cladding **770** has been laterally reduced relative to other circumferential sides to remove a portion **770b** of the original cladding **770**.

Making the fuel kernel **760** smaller and the cladding **770** thicker enables the portion **770b** of the cladding **770** to be removed while still ensuring a sufficiently thick layer of cladding **770** around the kernel **760**. According to various embodiments, the cladding **770** thickness is at least 0.4, 0.5, and/or 0.6 mm throughout the fuel element **730**.

The removed portion **770b** is preferably removed after the fuel element **730** is formed into the spiral, lobed shape. The removed portion **770b** may be removed in any suitable way (e.g., grinding, honing, milling, etc.). As a result of the spiral, the removed portion **770b** will be removed from the circumferentially aligned portions on a plurality of the lobes of the fuel element **730**. In other words, portions **770b** of lobes of the cladding **770** are removed in the area where the lobe is disposed at the side **770a** of the fuel element **730** that will be adjacent to and about the shroud **750**. Due to the helical twist of the fuel elements **730**, the cladding **770** is not removed uniformly from the fuel element **730**, but rather only at the tips **770a** of the lobes that impinge on the assembly **710** envelope boundary, as limited by the shroud **750**. According to various embodiments, a radial shortening distance **780** of the removed portion **770b** may be at least 2, 3, 4, 5, 6, 7, 8, 9, and/or 10%, and/or less than 30, 20, and/or 15% of the circumscribed diameter **D** of the fuel element **730**. According to various embodiments, the radial shortening distance **780** may be at least 0.5, 0.6, 0.7, 0.8, 0.9, 1.0, 1.1, 1.2, and/or 1.3 mm, and/or less than 4.0, 3.0, 2.0, and/or 1.5 mm.

According to alternative embodiments, the fuel element **730** may be originally formed in its final shape such that the removed portions **770b** were never present and need not be removed.

As shown in FIG. **11**, the corner fuel element **740** may be essentially identical to the side fuel element **730** except that two circumferentially spaced sides **770a** of the cladding **770** of the fuel element **740** (rather than just one side **770a** as is done in the fuel element **730**) have been laterally reduced to remove portions **770b** so that the fuel element **740** appropriately fits in the corner grid position of the fuel assembly **710** and about the two orthogonal sides of the shroud **750**.

Although, according to some non-limiting embodiments, the fuel kernels **760** of the fuel elements **730, 740** have a smaller volume (or area as viewed in cross-section perpendicular to the elongated, axial direction of the fuel assembly) than the kernels **100** of the fuel elements **20**, the fuel kernels **730, 740** retain various other benefits provided by the fuel element **20**'s shape and design, as explained elsewhere herein. According to various embodiments, the fissile loading of the kernels **760** may be increased (e.g., via more

highly enriched uranium) relative to the non-peripheral kernels **20** to offset for the smaller kernel **760** volume.

As shown in FIG. **13B**, the removal of the removed portion **770b** results in a geometric axial centerline **800** (i.e., the center of the circle that circumscribes the helically twisted shape of the fuel element **730**) of the fuel elements **730, 740** being offset from the axial center of mass **810** of the fuel elements **730, 740** (and/or the axial center of mass of the cladding **770**). According to various non-limiting embodiments, the offset may be at least 0.1, 0.3, 0.4, 0.5, 1.0, 2.0, 3.0, 4.0, and/or 5.0% of the circumscribed diameter **D**, and/or less than 30, 20, and/or 10% of the circumscribed diameter **D**. According to various non-limiting embodiments, an axial center of mass of the kernel **760** (see FIG. **13B**) remains at the axial centerline **800** of the fuel element **730**.

According to various embodiments, the fuel elements **20, 730, 740** are between 1 and 5 meters long (measured in the axial direction) and the circumscribed diameter is between 6 and 40 mm, between 6 and 30 mm, between 6 and 20 mm, between 9 and 15 mm, and/or about 12.6 mm. According to various embodiments, a ratio of the axial length of the fuel elements **730, 740** to their circumscribed diameter **D** is at least 10:1, 20:1, 30:1, 40:1, 50:1, 100:1, 200:1, and/or 300:1, and/or less than 1000:1.

In the self-spacing plane shown in FIG. **11**, the laterally reduced down sides **770a** of the fuel elements **730, 740** contact the shroud **750** to facilitate self-spacing of the fuel elements **20, 730, 740**.

FIG. **12** is a cross-sectional view of the fuel assembly **710** shown in a plane that is axially disposed (e.g., along the elongated length of the fuel assembly **710**) half way between two self-spacing planes. In this plane, none of the cladding **770** has been removed from the fuel elements **730, 740** because the lobes of the fuel elements **730, 740** are sufficiently spaced from the shroud **750** such that the fuel elements **730, 740** fit without having material **770b** removed at this axial position of the fuel elements **730, 740**.

Although the fuel elements **730, 740** and fuel assembly **710** are illustrated as being designed for use in a reactor that utilizes a 17 by 17 square grid pattern fuel assembly with a specific guide tube pattern embedded therein, the fuel assembly **710** and fuel elements **20, 730, 740** may alternatively be used with a variety of other types of reactors (e.g., reactors that utilize 16 by 16 or 14 by 14 grid patterns, reactors with hexagonal fuel element grid patterns and fuel assemblies). For example, if fuel elements **20** would not properly fit into a fuel assembly for use in a reactor designed for hexagonal fuel assemblies and grid patterns, the peripheral row of the hexagonal grid of such a fuel assembly may comprise fuel elements like the fuel elements **730, 740** that have been modified so that their outer side(s) are ground down to fit in the particular required envelope, preferably without having to relocate the guide tube positions of the reactor.

FIGS. **14-20** illustrate a fuel assembly **910** according to an alternative embodiment of the present invention. According to various embodiments, the fuel assembly **910** is designed to replace a conventional UO₂ fuel assembly in a conventional reactor while maintaining the control rod positioning of the conventional reactor (e.g., a reactor in use as of 2012). The fuel assembly **910** is generally similar to or identical to the fuel assemblies **610, 710**, except that: (1) all of the fuel elements **920a, 920b, 920c, 920d** of the fuel assembly **910** are preferably geometrically identical to each other; (2) four fuel elements are removed from the peripheral row; (3) the centerlines **920a'** of the fuel elements **920a** in the non-corner

peripheral row are shifted inwardly to form equilateral triangles with centerlines **920a'** of adjacent non-corner peripheral fuel element(s) **920a** and the centerline(s) **920c'** of the outermost non-peripheral row of fuel element(s) **920c**; and (4) the centerline **920b'** of the peripheral corner fuel elements **920b** is shifted inwardly relative to the fuel elements **740**, **650** of the fuel assemblies **610**, **710**.

As shown in FIG. 14, all of the fuel elements **920**, **920a**, **920b**, **920c** may be geometrically identical to each other, and may all comprise fuel elements **20** as discussed above. However, the fissile loading of different ones of the fuel elements **920**, **920a**, **920b**, **920c** may be different (e.g., to level out the heat load generated across the fuel assembly **910**). Each of the fuel elements **920a**, **920b**, **920c**, **920d** have the same circumscribed diameter (e.g., 12.6 mm). According to alternative embodiments, the fuel elements **920a**, **920b**, **920c**, **920d** are not geometrically identical to each other.

By shifting the outer peripheral row/subset of fuel elements **920a**, **920b** laterally inwardly, sufficient space is provided such that fuel elements **920a**, **920b**, **920c**, **920d** with a circumscribed diameter that is the same as the centerline-to-centerline spacing between fuel elements **920a**, **920b**, **920c**, **920d** can be used while fitting within the envelope of space provided in the above-discussed conventional reactors.

As shown in FIG. 14, the central 15 by 15 square pattern of grid positions for the central fuel elements **920c**, **920d** and guide tubes **40** matches the central 15 by 15 square pattern and positions of conventional fuel assemblies for the reactor.

The outer peripheral row of fuel elements **920a**, **920c** are shifted laterally inwardly toward the center of the fuel assembly **910**. The inward shifting helps the assembly **910** to better fit into one or more existing reactor types (e.g., reactors using Westinghouse's fuel assembly design that utilizes a 17 by 17 array of UO₂ rods) without modifying the control rod/guide tube **40** positions, control rod drive mechanisms, or fuel assembly dimensions.

In the embodiment illustrated in FIG. 16, the 12.6 mm circumscribed diameter fuel elements **920a** are shifted laterally inwardly such that a center-to-center distance between the centerlines **920a'** of the fuel elements **920a** and the centerlines **920c'** of the fuel elements **920c** are offset by about 10.9 mm as projected in the row/column grid direction of the central 15 by 15 grid pattern. Had the fuel elements **920a** maintained the positions of the conventional 17 by 17 grid pattern, the offset would have been 12.6 mm, rather than 10.9 mm. The inward shifting of the fuel elements **920a** results in an overall row or column width of about 211 mm (15 total 12.6 mm pitches plus 2 total 10.9 mm pitches), which fits within the about 211 mm row and column envelope within the shroud **940**. When the thickness of the shroud **940** is added, the overall row and column width of the fuel assembly **910** fits within the 214 mm envelope provided by an exemplary conventional reactor into which the fuel assembly **910** is designed to fit.

Four fuel elements are omitted from the outer peripheral row/ring relative to a conventional fuel assembly so as to facilitate the inward shifting of the fuel elements **920a**, **920b**. In the embodiment illustrated in FIG. 14, the outer peripheral row/ring of fuel elements includes 56 fuel elements **920a** and 4 fuel elements **920b** for a total of 60 fuel elements. For reference, a conventional 17 by 17 fuel assembly would include 64 fuel elements in the outer peripheral row/ring of grid positions.

As shown in FIG. 15, the axial centerlines **920c'** of the fuel elements **920c** in the next-to-peripheral row and the axial centerlines **920a'** of the non-corner peripheral row fuel

elements **920a** form equilateral triangles in which the center-to-center distances equal the circumscribed diameter of the fuel elements **920a**, **920c**.

As shown in FIGS. 15-18, the fuel elements **920a**, **920c** and shroud **940** have a variety of different partial self-spacing planes at different axial positions along the fuel assembly **910**. In the cross section shown in FIGS. 15 and 16, the fuel elements **920a** abut and self-space with each other and the shroud **940**. In the cross-sections shown in FIGS. 17 and 18, each fuel element **920a** abuts and self-spaces with one of the fuel elements **920c**. In total, as viewed in the orientation shown in FIG. 15, each fuel element **920a** has a self-spacing point at: 0 degrees with the shroud **940** (shown in FIG. 15); 90 degrees and 270 degrees with adjacent fuel elements **920a** (shown in FIG. 15); 150 degrees with one inner fuel element **920c** (shown in FIG. 18); and 210 degrees with another inner fuel element **920c** (shown in FIG. 17). This combination of partial self-spacing planes combine to provide proper self-spacing of the fuel elements **920a**.

As shown in FIGS. 14 and 15, the plurality of fuel elements **920**, **920a**, **920c** are arranged into a mixed grid pattern that comprises: (1) a first grid pattern (the middle 15 by 15 array of fuel elements **920c**, **920d**) made of squarely arranged rows and columns having a centerline-to-centerline distance between the rows and columns that equals the common circumscribed diameter D of the fuel elements **920a**, **920b**, **920c**, **920d**, and (2) a second grid pattern (the outer two peripheral rows made up of the fuel elements **920a**, **920c**) made up of equilateral triangles in which a length of each side of each triangle (i.e., the centerline-to-centerline distance between adjacent fuel elements defining the corners of each triangle) is the common circumscribed diameter D of the fuel elements **920a**, **920b**, **920c**, **920d**. Thus, the second/triangular grid pattern is different from the first/square grid pattern. According to alternative embodiments, additional and/or alternative grid patterns could also be used (e.g., rectangular grid patterns, isometric triangle patterns, parallelogram patterns, other regular repeating patterns) without deviating from the scope of the present invention.

The fuel elements **920a**, **920b**, **920c**, **920d** include non-overlapping first (the fuel elements **920d**), second (the fuel elements **920a**), third (the fuel elements **920c**), and fourth (the fuel elements **920b**) subsets. The first subset (the fuel elements **920d**) are disposed within respective grid positions defined by the first/square grid pattern. The second subset (the fuel elements **920a**) are disposed within respective grid positions defined by the second/triangular grid pattern. The third subset (the fuel elements **920c**) are disposed within respective overlapping grid positions that each fall within both the first/square grid pattern and the second/triangular grid pattern. The fourth subset (the fuel elements **920b**) are not disposed within any of the grid positions defined by the first or second grid pattern.

As shown in FIG. 19, the peripheral corner fuel elements **920b** have a centerline **920b'**-to-centerline **920c'** distance of about 8.9 mm, as projected into the row and column direction. As shown in FIG. 20, for a 12.6 mm circumscribed fuel element **920b**, this provides a partial self-spacing plane between the fuel element **920b** and the inner, adjacent fuel element **920c** at the fuel element **920b's** 225 degree position. As shown in FIG. 19, the corner of the shroud **940** may be shaped to provide a two-point partial self-spacing plane between the fuel element **920c** and shroud **940** at about the fuel element **920b's** 0 and 90 degree positions. This com-

bination of partial self-spacing planes combine to provide proper self-spacing of the fuel elements **920b**.

While various exemplary diameters, center-to-center spacing, grid sizes, and other dimensions are described with respect to the fuel assembly **910**, these exemplary values are non-limiting. Rather, those of ordinary skill in the art would understand that a variety of alternative values could be used without deviating from the scope of the present invention.

FIG. **21** illustrates a fuel assembly **1010**, which is generally similar to the fuel assembly **910**, except that the four outer corner fuel elements **920b** present in the fuel assembly **910** are omitted and/or replaced by guide tubes **1020**, **1030**.

FIGS. **22-38** illustrate various embodiments of fuel assemblies **1110**, **1210**, **1310**, **1410**, **1510**, **1610**, **1710**, **1810**, **1910**, **2010** that may be used in place of conventional/standard 16×16 fuel assemblies of the type described in FIGS. **39-44**. Various embodiments of these assemblies **1110**, **1210**, **1310**, **1410**, **1510**, **1610**, **1710**, **1810**, **1910**, **2010** are designed to replace a conventional 16×16 Combustion Engineering (CE) UO₂ fuel assembly in a conventional light water, PWR reactor while maintaining the control rod positioning of the conventional CE reactor (e.g., a reactor in use as of 2012).

FIG. **22** illustrates a fuel assembly **1110** according to an alternative embodiment that is directed toward a 16×16 fuel assembly design. The assembly **1110** comprises 236 fuel elements **1120**, which may be similar to or identical to the above-discussed elements **20**, such that a redundant discussion of the common aspects of the elements **20**, **1120** is omitted. According to various embodiments, all of the fuel elements **1120** of the fuel assembly **1110** are geometrically identical to each other. In the reactor space available for an assembly **1110** that replaces a conventional 16×16 assembly (e.g., as described in FIGS. **39-44**), there is a relatively large initial water gap between adjacent fuel assemblies (e.g., 5.3 mm), with a fuel assembly pitch of 207.8 mm. As a result, according to various embodiments, the assembly **1110** may comprise identical or substantially identical fuel elements **1120** arranged in a square array/arrangement in all 16 rows without changing the existing positioning of the conventionally-positioned guide tubes and while maintaining the existing rod-to-rod pitch of, for example 0.506 inches (12.852 mm). According to various embodiments, the assembly **1110** includes a shroud **1130** that is generally similar to the shroud **940**, but is sized for a 16×16 fuel assembly. According to various embodiments, the shroud thickness is between 0.1 and 2.0 mm, between 0.2 and 0.8 mm, between 0.3 and 0.7 mm, and/or approximately 0.48 mm. The relatively thin shroud **1130** provides sufficient spacing for the fuel elements **1120** and water gap while remaining suitably adapted for use in place of conventional 16×16 fuel assemblies. According to one or more embodiments, the assembly **1110** fits within a reactor that permits a maximum fuel assembly envelope/width of 8.134 inches (206.6 mm), with the water gap of 1.2 mm. For example, according to one or more such embodiments in which the fuel element pitch and width is 12.852 mm and the shroud **1130** is 0.48 mm thick, the width of the fuel assembly **1110** is 206.95 mm ((12.852 mm/element×16 elements)+(2×0.48 mm/shroud side)), which fits within a 206.6 mm envelope.

As shown in FIG. **22**, the assembly **1110** includes five guide tubes **1140** for control rods. As shown in FIG. **23**, each guide tube **1140** comprises an inner guide tube portion **1140a** and an outer spacer ring portion **1140b**. The inner and outer portions **1140a**, **1140b** may be integrally formed, or may be separately formed and attached to each other. According to various embodiments, an inner diameter of the

inner guide tube portion **1140a** is slightly larger than an outside diameter of control rod tube to be inserted therein. For example, according to various embodiments, the inside diameter of the inner guide tube portion **1140a** is about 0.9 inches, and is configured to accommodate therein a control rod that has an outside diameter of 0.816 inches and contains burnable absorber/poison material (e.g., having a diameter of 0.737 inches).

As shown in FIG. **23**, the outer spacer ring portion **1140b** has an outer diameter that abuts the circles (shown in FIG. **23**) defined by the outer diameter of the fuel elements **1120** and define the outer extents of the fuel elements **1120** over the spiral twist of the fuel elements **1120**. For example, in an embodiment in which the fuel elements **1120** have an outer diameter of 0.506 inches and the guide tube **1140** has an outer diameter of 1.094 inches, the circumscribed circles have a 0.506 inch diameter and are centered on the center-line position of the grid/array position of the respective fuel elements **1120**. Consequently, the eight fuel elements **1120** that are in the rows and columns adjacent to the guide tube **1140** abut the guide tube **1140** at a variety of positions along the axial length of each fuel element **1120** (e.g., one fuel-element-to-guide-tube contact point for each of the four ribs for each full 360 degree twist of the fuel element **1120**). FIGS. **24** and **25** illustrate the cross-sections in which different combinations of four adjacent fuel elements **1120** abut the guide tube **1140**. If the cross-section illustrated in FIG. **23** is considered a home or 0 degree position, FIG. **24** illustrates a cross-section in a plane in which the fuel elements **1120** are rotated/twisted clockwise by about 18° (i.e., a plane that is offset from the home/0 position plane by about 1/20 of a full 360° twist of the element **1120**). Similarly, FIG. **25** illustrates a cross-section that is offset from the home/0 position plane by a 72° twist of the elements **1120** and about 1/5 of a full 360° twist of the element **120**.

FIGS. **26-30** illustrate a fuel assembly **1210** according to an alternative embodiment. The assembly **1210** comprises a central 14×14 array of fuel elements **1220c**, **1220d** and guide tubes **1240** that are similar or identical to the position, shape, and structure of the central 14×14 array of fuel elements **1120** and guide tubes **1140** of the assembly **1110**. However, the number and positions of the outermost peripheral ring (i.e., in rows 1 and 16 and columns 1 and 16) of fuel elements **1220a** in the assembly **1210** differs from that of the assembly **1110**. Instead of being arranged in grid positions within a square 16×16 array, the outer peripheral ring of fuel elements **1220**, the fuel elements **1220a** are arranged so as to form equilateral triangles with the fuel elements **1220c** in the same manner as described above for the comparable 17×17 fuel assembly **910**. Also as in the assembly **910**, as best illustrated in FIG. **30**, the assembly **1210** includes corner fuel elements **1220b** and a shroud **1230** that are positioned relative to the other fuel elements such that the fuel elements **1220b** contact the shroud **1230** at least two different positions (or a continuous arc) and contact a corner one of the fuel elements **1220c** so as to provide three contact points to maintain the fuel elements **1220b** in their proper positions.

As shown in FIG. **26**, each of the fuel elements **1220a**, **b**, **c**, **d** may be identical or substantially identical to each other according to various non-limiting embodiments, and may be identical to or substantially identical to the fuel elements **20**. As shown in FIG. **26**, according to various embodiments, the assembly **1210** comprises 232 fuel elements **1220a,b,c,d**.

If the cross-sectional plane illustrated in FIG. **27** is considered a home/0° plane, the cross-section illustrated in FIG. **28** corresponds to a cross-sectional plane that is offset

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from the home/0° plane by 30° of twist in the elements **1220** (i.e., $\frac{1}{2}$ of a complete 360° twist of the elements **1220**). Similarly, FIG. **29** corresponds to a cross-sectional plane that is offset from the home/0° plane by 60° of twist in the elements **1220** (i.e., $\frac{1}{3}$ of a complete 360° twist of the elements **1220**). Similarly, FIG. **30** corresponds to a cross-sectional plane that is offset from the home/0° plane by 45° of twist in the elements **1220** (i.e., $\frac{1}{4}$ of a complete twist of the elements **1220**).

According to various embodiments, the use of a triangular grid along the outer perimeter of the assembly **1210** facilitates the use of (a) a thicker, stronger shroud **1230** than is possible according to various embodiments in which all elements are disposed in a square 16×16 grid/array (e.g., one or more embodiments of the assembly **1110** illustrated in FIG. **22**), and/or (b) a larger water gap. According to various embodiments, a thickness of the shroud **1230** is between 0.4 and 4 mm, between 0.4 and 3 mm, between 0.5 and 2.5 mm, between 1 and 2 mm, and/or about 2 mm.

According to various embodiments, all of the fuel elements **1220a,b,c,d** of the fuel assembly **1210** are geometrically identical to each other, and may be identical to or substantially identical to the elements **20**.

FIG. **31** illustrates a fuel assembly **1310** which is generally identical to the fuel assembly **1210**, except that a corner structure **1350** is disposed outside of and attached to the shroud **1230**. As shown in FIG. **31**, the corner structure **1350** has a cross-sectional shape that generally follows the curved contour of the corner of the shroud **1230** and fits within a square that would be defined by the shroud **1230** if the corners of the shroud **1230** were not curved. According to various embodiments, the corner structure **1350** extends over the full axial length of the fuel assembly **1310** (or a full axial length of the fuel elements **1220** and/or shroud **1230**). Alternatively, the corner structure **1350** may be axially shorter than the assembly **1310**, shroud **1230**, and/or fuel elements **1220** (including fuel elements **1220a, b, c**, and **d**). The corner structure **1350** may retain the cross-sectional shape illustrated in FIG. **31** over its full axial length, or the cross-sectional shape may vary over the axial length of the corner structure **1350**.

Use of the corner structure **1350** may enable the fuel assembly **1310** to take advantage of the available space disposed outside of the shroud **1230**.

FIG. **32** illustrates a fuel assembly **1410** that is substantially similar to the fuel assembly **1310**, except that a corner structure **1450** of the assembly **1410** is disposed inside of a shroud **1430** of the assembly **1410**, as opposed to outside of the shroud **1230** as is shown with respect to the assembly **1310**. The corner structure **1450** is attached to the inner corner of the shroud **1430**. The shroud **1430** is generally similar to the shroud **1230**, except that the corners of the shroud **1430** are sharper (i.e., less curved/chamfered) than in the shroud **1230**.

As shown in FIG. **32**, an inner contour of the corner structure **1450** is partially-cylindrical so as to abut the fuel element **1220b** at multiple places (or continuously over an arc defined by the partial cylinder). According to various embodiments, the partial cylinder shape covers about a 90 degree arc and has a radius that matches the radius of the fuel element **1220b** so as to maintain the fuel element **1220b** in its correct position.

Use of the corner structure **1450** enables the fuel assembly **1310** to take advantage of the available space disposed inside one or more of the corners of the shroud **1430**.

FIG. **33** illustrates a fuel assembly **1510** that is substantially similar to the fuel assembly **1410**, except that a

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partially-cylindrical inner surface a corner structure **1550** of the assembly **1410** extends over a larger arc *A* than the corner structure **1450** of the assembly **1410**. According to various embodiments, the arc *A* is between 90° and 310° degrees, between 120° and 310° degrees, between 150° and 310° degrees, between 180° and 310° degrees, and/or about 270°. As shown in FIG. **33**, according to various embodiments, the corner structure **1450** also abuts the adjacent fuel elements **1220a** so as to maintain the fuel elements **1220a** in their correct positions.

Use of the corner structure **1550** may enable the fuel assembly **1510** to take advantage of the available space disposed inside one or more of the corners of the shroud **1430**.

FIG. **34** illustrates a fuel assembly **1610** that is substantially similar to the fuel assembly **1510**, except that corner fuel elements in the outer perimeter are omitted entirely (e.g., the fuel element **1220b** present in the assembly **1510** is omitted), and the corner structure **1650** is expanded to take up the space that would otherwise be taken by such a corner fuel element **1220b**. As shown in FIG. **34**, the corner structure **1650** abuts two adjacent fuel elements **1220a** and the adjacent fuel element **1220c** to maintain these three elements **1220a, c** in their correct positions.

Use of the corner structure **1650** may enable the fuel assembly **1610** to take advantage of the available space disposed inside one or more of the corners of the shroud **1430**.

FIG. **35** illustrates a fuel assembly **1710** that is substantially similar to the fuel assembly **1210**, except that the corner fuel element **1220b** of the assembly **1210** is replaced with a corner structure **1750**. According to various embodiments, the structure **1750** is tubular and has a diameter (e.g., 15 mm) that causes it to abut multiple points on the shroud **1230** and the corner fuel element **1220c** to keep the corner fuel element **1220c** in its correct position. The corner structure **1750** may comprise a tube that is helically wrapped with material such a wire that is attached to the tube (e.g., via welding) so that the corner structure maintains the adjacent fuel elements in their correct position in the same or similar way that the spiral twists of adjacent fuel elements do so, as discussed above.

Use of the corner structure **1750** may enable the fuel assembly **1710** to take advantage of the available space disposed inside one or more of the corners of the shroud **1230**.

FIG. **36** illustrates a fuel assembly **1810** that is substantially similar to the fuel assembly **1610**, except that the corner structure **1850** has three concave, partially-cylindrically shaped surfaces, one abutting each of the adjacent fuel elements **1220a** and adjacent corner fuel element **1220c**. A radius and position of the three concave, partially-cylindrically shaped surfaces matches the radii and positions of the mating fuel elements **1220a, 1220c** such that the corner structure **1810** abuts the fuel elements **1220a, 1220c** over extended arcs *A, B, C*. The extended arcs *A, B, C* of contact maintain the abutting fuel elements **1220a, 1220c** in their correct positions.

As shown in FIG. **36**, the corner structure **1850** may define a corner of the shroud **1830**. For example, the shroud **1830** may comprise plates **1830a** whose ends connect to the corner structures **1850**. Alternatively, the shroud **1830** may be similar to or identical to the shroud **1230**, and the corner structure **1850** may be disposed inside of and mounted to the shroud **1830**.

Use of the corner structure **1850** may enable the fuel assembly **1810** to take advantage of the available space disposed inside one or more of the corners of the assembly **1810**.

According to various embodiments, a corner structure **1350, 1450, 1550, 1650, 1750, 1850** is disposed at each of the four corners of the fuel assembly **1310, 1410, 1510, 1610, 1710, 1810**. However, according to alternative embodiments, the corner structure **1350, 1450, 1550, 1650, 1750, 1850** may be disposed at just 1, 2, and/or 3 of the 4 corners of the assembly **1310, 1410, 1510, 1610, 1710, 1810**.

According to various embodiments, the corner structure **1350, 1450, 1550, 1650, 1750, 1850** may comprise one or more of a burnable poison, steel, alloys or ceramics of zirconium, and/or uranium, and/or plutonium, and/or thorium and/or none of these materials. According to various embodiments, the corner structure **1350, 1450, 1550, 1650, 1750, 1850** may be solid. According to various embodiments, the corner structure **1350, 1450, 1550, 1650, 1750, 1850** may comprise a hollow structure (e.g., made of tubular steel and/or zirconium metals or alloys) that may be (1) open-ended and empty to permit flow therethrough, (2) closed-ended and empty, and/or (3) closed-ended and partially or fully filled with material (e.g., oxide fuel, burnable poison, etc. in pellet or other form)).

Although the corner structures **1350, 1450, 1550, 1650, 1750, 1850** and associated shrouds **1230, 1430, 1630, 1830** are illustrated with respect to fuel assemblies **1310, 1410, 1510, 1610, 1710, 1810** that are designed for use in place of conventional 16x16 fuel assemblies, such corner structures **1350, 1450, 1550, 1650, 1750, 1850** and associated shroud configurations could alternatively be applied to the above-discussed fuel assemblies **910, 1010** that are designed for use in place of conventional 17x17 fuel assemblies without deviating from the scope of the present invention.

FIG. 37 illustrates a fuel assembly **1910** that is substantially similar to the fuel assembly **1210**, except that both the outermost ring of fuel elements **1920a** and the second outermost ring of fuel elements **1920b** (rather than just the outer ring as in the assembly **1210**) are shifted inwardly into an equilateral triangle grid array with the third outermost ring of elements **1920c**. The third outermost ring of elements **1920c** and the central 10x10 array of elements **1920d** (collectively a central 12x12 array of elements **1920c, 1920d**) are arranged in a square grid/array.

As shown in FIG. 37, fuel elements are omitted from the corners of the outermost ring of fuel elements **1920a** (i.e., omitting four fuel elements relative to the number of fuel elements in an assembly in which each grid position within the outermost ring is occupied by a fuel element (e.g., as illustrated in FIG. 22 with respect to assembly **1110**)). Four fuel elements are similarly omitted from the second outermost ring of elements **1920b** relative to the number of fuel elements in an assembly in which each grid position within the second outermost ring is occupied by a fuel element (e.g., as illustrated in FIG. 22 with respect to assembly **1110**)). A remaining fuel element **1920b'** of the second outermost ring of fuel elements **1920b** is disposed at each of the corners of the second outermost ring of fuel elements **1920b**.

According to various embodiments, spacers and/or corner structures may be added to help maintain the correct positions of the fuel elements **1920a** that are adjacent to the corners and the fuel elements **1920b'**.

According to various embodiments, use of the equilateral triangle spacing in two outer rings of elements (as opposed

to just one ring as in the assembly of FIG. 26) provides additional space within the envelope available for the fuel assembly **1910**. Such space may be used, for example, for a thicker shroud **1930** or a larger water gap.

According to various embodiments, all of the fuel elements **1920a, 1920b, 1920b', 1920c, 1920d** of the fuel assembly **1910** are geometrically identical to each other, and may be identical to or substantially identical to the elements **20**. As shown in FIG. 37, according to various embodiments, the assembly **1910** comprises 228 fuel elements **1920a, b, b', c, d**.

FIG. 38 illustrates a fuel assembly **2010** that is substantially similar to the fuel assembly **1910**, except that a single corner fuel element **2020a'** is used in the outermost ring of elements **2020a**, instead of the two fuel elements **1920a** that are disposed adjacent to the corner in the assembly **1910** illustrated in FIG. 37. As a result, the fuel assembly **2010** has four fewer fuel elements than are present in the fuel assembly **1910**. As shown in FIG. 38, according to various embodiments, the assembly **2010** comprises 224 fuel elements **2020a, a', b, b', c, d**.

According to various embodiments, all of the fuel elements **2020a, 2020a', 2020b, 2020b', 2020c, 2020d** of the fuel assembly **2010** are geometrically identical to each other, and may be identical to or substantially identical to the elements **20**.

While various dimensions are illustrated in various of the figures, it should be understood that such dimensions are exemplary only, and do not limit the scope of the invention. Rather, these dimensions may be modified in a variety of ways (larger or smaller, or qualitatively different) without deviating from the scope of the invention.

The fuel assemblies **10, 510, 610, 710, 910, 1010, 1110, 1210, 1310, 1410, 1510, 1610, 1710, 1810, 1910, 2010** are preferably thermodynamically designed for and physically shaped for use in a land-based nuclear power reactor **90, 500** (e.g., land-based LWRS (including BWRs and PWRs), land-based fast reactors, land-based heavy water reactors) that is designed to generate electricity and/or heat that is used for a purpose other than electricity (e.g., desalinization, chemical processing, steam generation, etc.). Such land-based nuclear power reactors **90** include, among others, VVER, AP-1000, EPR, APR-1400, ABWR, BWR-6, CANDU, BN-600, BN-800, Toshiba 4S, Monju, CE, etc. However, according to alternative embodiments of the present invention, the fuel assemblies **10, 510, 610, 710, 910, 1010, 1110, 1210, 1310, 1410, 1510, 1610, 1710, 1810, 1910, 2010** may be designed for use in and used in marine-based nuclear reactors (e.g., ship or submarine power plants; floating power plants designed to generate power (e.g., electricity) for onshore use) or other nuclear reactor applications.

The fuel assemblies **10, 510, 610, 710, 910, 1010, 1110, 1210, 1310, 1410, 1510, 1610, 1710, 1810, 1910, 2010** and the associated reactor cores are designed and configured so that the fuel assemblies **10, 510, 610, 710, 910, 1010, 1110, 1210, 1310, 1410, 1510, 1610, 1710, 1810, 1910, 2010** are disposed directly adjacent to other fuel assemblies having matching geometric envelopes (e.g., a plurality of directly adjacent fuel assemblies **10, 510, 610, 710, 910, 1010, 1110, 1210, 1310, 1410, 1510, 1610, 1710, 1810, 1910, 2010**). According to various embodiments, a plurality of fuel assemblies **10, 510, 610, 710, 910, 1010, 1110, 1210, 1310, 1410, 1510, 1610, 1710, 1810, 1910, 2010** are disposed adjacent to each other in the fuel assembly grid pattern defined by the reactor core (e.g., in a square pattern for a reactor core designed to accept square fuel assemblies (e.g.,

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AP-1000, CE), in a triangular/hexagonal pattern for a reactor core designed to accept hexagonal fuel assemblies (e.g., VVER)).

The foregoing illustrated embodiments are provided to illustrate the structural and functional principles of the present invention and are not intended to be limiting. To the contrary, the principles of the present invention are intended to encompass any and all changes, alterations and/or substitutions within the spirit and scope of the following claims.

What is claimed is:

1. A fuel assembly for use in a core of a nuclear power reactor, the assembly comprising:

a frame comprising a lower nozzle that is shaped and configured to mount to an internal core structure of the nuclear power reactor; and

a plurality of elongated, extruded fuel elements supported by the frame, each of said plurality of fuel elements comprising:

a fuel kernel comprising fuel material disposed in a matrix of metal non-fuel material, the fuel material comprising fissile material, and

a cladding surrounding the fuel kernel;

wherein each of the fuel elements has a multi-lobed profile that forms spiral ribs,

wherein the plurality of fuel elements provide all of the fissile material of the fuel assembly,

wherein each of the plurality of fuel elements is disposed in a different grid position of a grid pattern defined by the frame such that a subset of the plurality of fuel elements are disposed along an outer perimeter of the grid pattern,

wherein the cladding at a tip of at least one spiral rib of at least one outer side of the cladding on at least some of the fuel elements disposed along an outer perimeter of the grid pattern is thinner than the cladding at other tips of the same fuel element.

2. The fuel assembly of claim 1, wherein:

the frame comprises a shroud such that all of the plurality of fuel elements are disposed inside the shroud, and the laterally shortened outer sides of the cladding contact the shroud.

3. The fuel assembly of claim 1, wherein, in a cross section of the fuel assembly that is perpendicular to an axial direction of the fuel elements, an area of each of the fuel kernels of the at least some of the fuel elements disposed along an outer perimeter of the grid pattern is smaller than an area of at least one of the fuel kernels of in a remainder of the plurality of fuel elements.

4. The fuel assembly of claim 1, wherein the fuel material comprises ceramic fuel material disposed in the matrix of metal non-fuel material.

5. The fuel assembly of claim 1, wherein the cladding is at least 0.4 mm thick throughout each of the plurality of fuel elements.

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6. The fuel assembly of claim 1, wherein:

the fuel assembly is thermodynamically designed and physically shaped for operation in a conventional land-based nuclear power reactor of a conventional nuclear power plant having a reactor design that was in actual use before 2013; and

the frame is shaped and configured to fit into the land-based nuclear power reactor in place of a conventional uranium oxide fuel assembly for said reactor.

7. The fuel assembly of claim 1, wherein the spiral ribs of adjacent ones of the plurality of fuel elements periodically contact each other over the axial length of the fuel elements, such contact helping to maintain the spacing of the fuel elements relative to each other.

8. The assembly of claim 1, wherein a portion of the fuel assembly that supports the subset of the elongated fuel elements is inseparable from a portion of the fuel assembly that supports the rest of the plurality of fuel elements.

9. The fuel assembly of claim 1, wherein:

the grid pattern defines a 17×17 pattern of grid positions; and

guide tubes occupy grid positions at row, column positions: 3,6; 3,9; 3,12; 4,4; 4,14; 6,3; 6,15; 9,3; 9,15; 12,3; 12,15; 14,4; 14,14; 15,6; 15,9; and 15,12.

10. A fuel assembly for use in a core of a nuclear power reactor, the assembly comprising:

a frame comprising a lower nozzle that is shaped and configured to mount to an internal core structure of the nuclear power reactor; and

a plurality of elongated, extruded fuel elements supported by the frame, each of said plurality of fuel elements comprising:

a fuel kernel comprising fuel material disposed in a matrix of metal non-fuel material, the fuel material comprising fissile material, and

a cladding surrounding the fuel kernel;

wherein each of the fuel elements has a multi-lobed profile that forms spiral ribs,

wherein the plurality of fuel elements provide all of the fissile material of the fuel assembly,

wherein each of the plurality of fuel elements is disposed in a different grid position of a grid pattern defined by the frame such that a subset of the plurality of fuel elements are disposed along an outer perimeter of the grid pattern,

wherein the cladding at a tip of at least one spiral rib of at least one outer side of the cladding on at least some of the fuel elements disposed along an outer perimeter of the grid pattern is thinner than the cladding at other tips of the same fuel element,

wherein at least some of the plurality of fuel elements are separated from adjacent fuel elements by a common centerline-to-centerline distance, and

wherein a circumscribed diameter of the at least some of the plurality of fuel elements equals the centerline-to-centerline distance.

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